



# **messing about in BOATS**

*Twice a Month!*

*Volume 8 - Number 4*

*July 1, 1990*







## messing about in BOATS

PUBLISHED TWICE A MONTH, 24  
ISSUES A YEAR. SUBSCRIPTION  
PRICE IS \$20 FOR 24 ISSUES.

ADDRESS: 29 BURLEY ST.  
WENHAM, MA 01984  
TEL. (508) 774-0906  
PUBLISHER & EDITOR: BOB HICKS

# Commentary

BOB  
HICKS



### Our Next Issue...

Will again attempt to bring you some articles promised for a while but sidetracked by more timely reports. There's no dearth of interesting news. We'll have quite a bit on the Maine Island Trail for this summer season, supplemented by an 1880 tale of paddling two 13' canoes from Andover, Massachusetts to Bar Harbor, Maine, over much of what is now that Maine Island Trail. Also timely are two tales of small boats on big waters: Lionel Taylor in trouble on Long Island Sound and F.C. Berg in trouble on Galveston Bay. Both offer lessons worth learning. We'll also report on what you could learn at the Maine Canoe Symposium.

About boats, we hope to at last bring you Jim Heter's "Pak-Yak" backpack/kayak; details on Bolger's "Super Brick"; two stories about punts, Joe Pallazola's "Pick Up Punt" and John Benton's "Elegant Punt"; a lead on a "mystery launch" to be auctioned off at Clayton's Antique Boat Auction in August; and details on Doug Goldhirsch's "Piece Boat" three-piece double-paddle canoe.

### On the Cover...

Dories were the main theme at the Mystic Small Craft Workshop in early June, recognizing John Gardner's influence on preservation and encouragement of building such traditional small craft. On the cover, Michael Porter, who started his boat building business years ago on Casco Bay building Swampscott dories, tries out the Rockport Apprenticeship's super 21' dory.

Reader Griff Venator, who built the extended "Cockleshell" pictured here, said I should run this photo he took of me paddling his version of my little kayak at the Mystic Small Craft Work shop, not to display his handiwork (he's much too modest to suggest that) but to show the bystander at the right with a copy of "Messing About in Boats" stuck in his back pocket. This would accomplish several things; it would show I do occasionally get onto the water in a small boat, and also would encourage people to pick up a copy of "Boats" and follow through with a subscription. So, why not, I kinda like the photo myself. Thank you, Griff.

I did hand out about 100 sample copies at the Mystic event, or rather, I put them out on a table for self-service for those interested who did not already know about our publication. I do this at just about every boating event I attend, there's usually some place at each where a table or stand of free sample copies can be placed. Reaching out for those who might enjoy the magazine is an ongoing effort here, done almost exclusively at this very low budget level. If the sort of folks who attend this Mystic event are not potential readers (if not already readers in fact), I don't know where I'd find a more highly focussed group of potential subscribers.

There's a slew of interesting events this summer that feature small boats, and I expect to look in on as many of them as I can get to in the available time. Every weekend has something going on, so I'll not be out paddling or sailing in my own boats much for casual

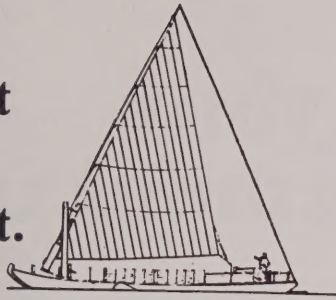
weekend recreation. I can do that on a weekday when local waters are far less crowded. Most weekends I'll be at some event or other, where it is likely I'll be out in someone else's boat. Most such outings will result in articles to appear later on these pages; some lengthy in-depth looks at interesting craft, places, and people, others briefer vignettes of the pleasures of messing about in such boats.

These sort of opportunities make this journalism trade quite endearing. Those who offer us an outing or tryout in their boats would likely do so for any interested and sincere fellow small boater, but the added appeal of having one's boat appear later in a magazine article is usually irresistible. We all like to show appreciative others what we have been doing messing about in boats. I am pleased to be able to offer this sort of recognition of the efforts of many, many devoted boat nuts.

What you don't get from me is any sort of "test". "Tests" are staples for the consumer publications, wherein the journalists involved, or some hired "experts" presume to report on the good and bad features of the chosen craft. I guess people rely on this stuff for guidance in buying boats. I can't do this as I'm not qualified to offer technical judgements on any boat. This lack of credentials frees me from even considering such "technical writing", so I can devote my attention to what it's really all about; the very subjective pleasures provided by almost any small boat, building it, restoring it, rowing, paddling or sailing it. That's where the fun is.



# Visit The Capt.



## Edward H. Adams

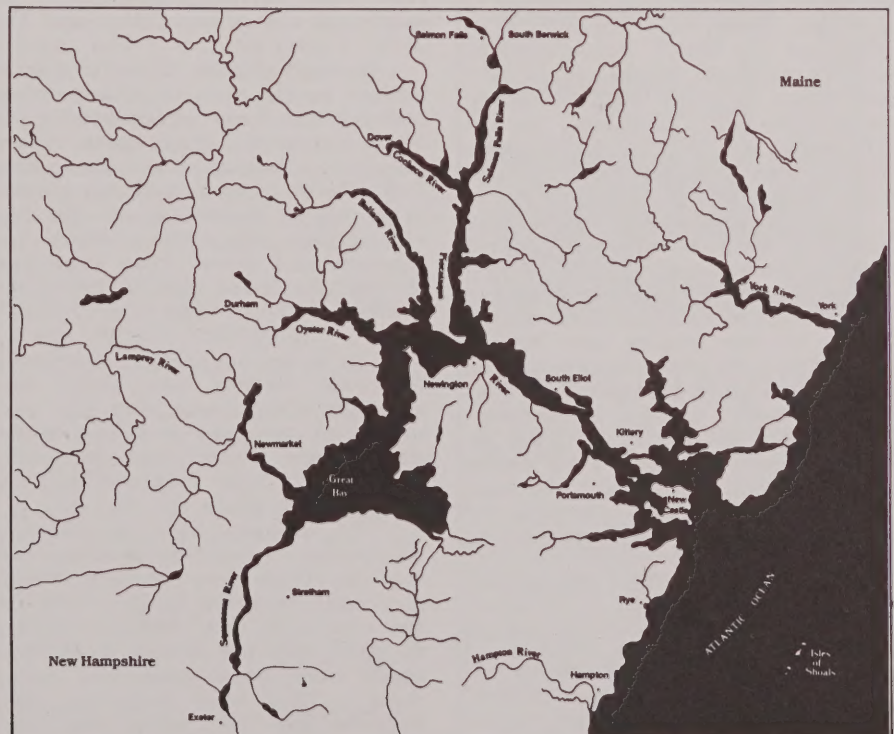
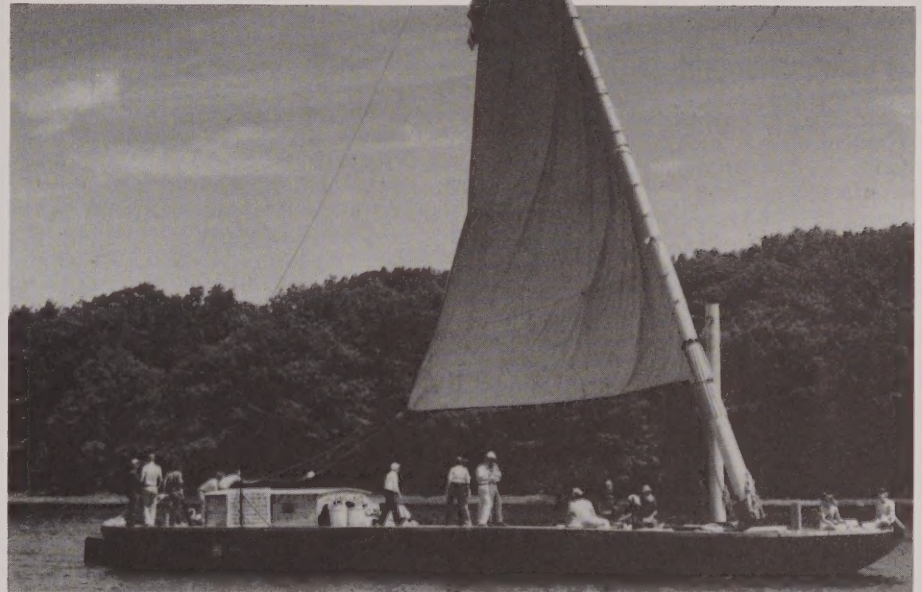
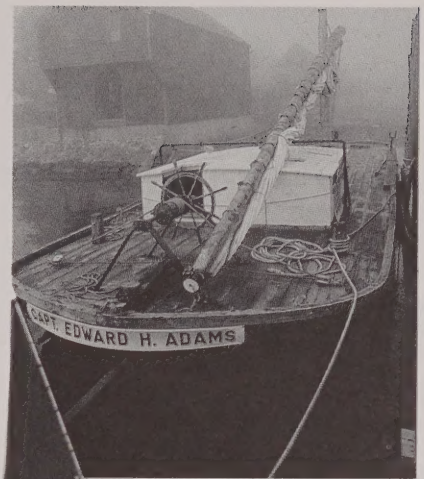
The world's only gundalow, the 70' "Captain Edward Adams", will be berthed at Prescott Park in Portsmouth, New Hampshire, on July 22nd just across the street from the display of small craft exhibited at Strawberry Banke's Boatbuilders' Day. Operated by the non-profit Piscataqua Gundalow Project since her launching in 1982, the "Captain Edward Adams" serves as the base for an environmental and historical education program in the Piscataqua River region. The vessel visits ports on Great Bay, the Piscataqua, and the adjacent New Hampshire and southern Maine seacoast to increase public awareness of the historic, cultural and maritime connections of this biologically rich ecosystem.

The "Captain Edward Adams" is an exact reproduction of the "Fanny M.", the largest of the Piscataqua River gundalow fleet, which was launched by her builder, Captain Edward Adams of Durham, New Hampshire, in 1886. The "Captain Edward Adams" was built from plans discovered in the Smithsonian and features a flat bottom built of 4" oak and planking of 4" pine. The "spoon" bow and stern were constructed from pine logs hewn from trees which had developed natural curves in growing out over the water from along the river's edge. The "Captain Edward Adams" is fastened with over 5,000 black locust trunnels (tree-nails) which pin the wooden members together, and its 1,000 square foot lateen sail is rigged on a 70' white spruce spar.

The "Fanny M." was abandoned in the 1920's after railroads, freight trucks and steam tugs had made her obsolete. A few of her parts were salvaged for sentimental reasons and today the "Captain Edward Adams" mounts the wheel of the original "Fanny M." with which Captain Adams steered that vessel at the turn of the century. On Boatbuilders' Day the "Captain Edward Adams" will display on deck the old tender from the "Fanny M.". Built in the 1890's, this 11'5" lapstrake cedar boat was originally an "eelin' boat" with full ceiling on the inside to prevent harvested eels from slithering between the frames.

On July 22nd the "Captain Edward Adams" will be open for guided tours all day and will be serving modestly priced chowder for her visitors. The "Captain Edward Adams" will also serve as an observation point for the pulling boat races scheduled for early afternoon on the Piscataqua. We invite everyone attending Boatbuilders' Day in Portsmouth to step across the street to visit a little-known aspect of our maritime heritage and to see what appropriate technology meant in boats one-hundred years ago.

Further information on The Piscataqua Gundalow Project is available from them at Box 1522, Portsmouth, NH 03801.



Area traditionally served by the gundalows: Piscataqua, York, and Hampton estuaries.



## LAST OF THE "TRUE ROCKETS"

For several years past, my partner Tim and I were spending most Saturday mornings at Arthur True's boatshop and smithy in East Kingston, New Hampshire, building what was probably the last of the "True Rocket" sloops under Arthur's tutelage. We learned about garboards and butt blocks, stopwaters and caulking irons. There were no building plans for the "Rocket" as far as we knew, the design seemed to have evolved over the years and the details were pretty much a product of Arthur's recollection.

Well, sadly, Arthur passed away a couple of winters ago, just after we got the hull pretty well planked up, and before he could tell us much about how to finish it off. That in itself was not an insurmountable problem because there was (and still is) at least one "Rocket" here in Gloucester from which the necessary details could be gotten. But neither Tim nor I seemed to have the heart to continue with the project.

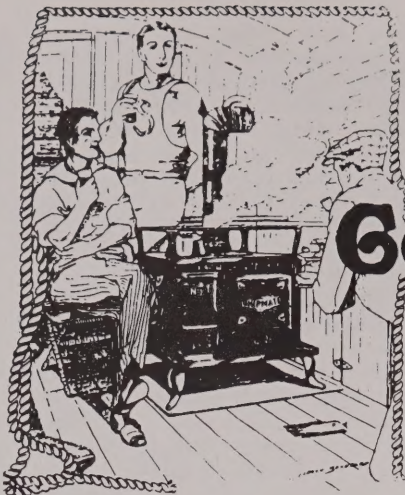
It seems now that what had gotten us into that dusty shed on those Saturday mornings was not so much the building of the boat as the opportunity to sit around the wood stove and partake of Arthur's gentle wit and dry humor. We brought the coffee and doughnuts and he supplied the stories, usually ironic and well-seasoned with the conviction of experience and the ambivalence of age.

Arthur's daughter has generously allowed us to leave the boat in the shop all this time while we pondered, procrastinated, and generally awaited a clear course to reveal itself. But now the shop has been rented, the tenant wants to use the space, and it's time to "fish, or cut bait." We would like to see the boat finished, but circumstances prevent us from going forward with it. Therefore, we are offering it for sale to recover our initial cash investment, which amounts to about \$1,600.

For those who are not familiar with the design, it is a 23' carvel built centerboard sloop with a small cabin. Hundreds were built in the True shop in Amesbury, Massachusetts, in the forties and fifties. Most of the originals were cedar on oak; this one is mahogany on oak. A professional builder in Gloucester has expressed an interest in either consulting or, if a buyer can be found, completing the construction in his shop. Serious inquirers can call me evenings at (508) 283-2615.

Bob Tuffley, 54 Riverview, Gloucester, MA 01930.

**OVER 700 NAUTICAL VIDEOS**  
For sale and rent (one-week rental time). For catalog contact Seven Oceans Video, 23 Warner St., Newport, RI 02840, (401) 846-0001.



# Your Commentary

## BURDENED HIS SPIRIT

I do not usually read commentaries. However, the one in the June 1st issue I did read. It has really burdened my spirit.

It is almost an insult to the average man today to suggest that he has the "opportunity" to throw money away. Most of us "little people" struggle to balance between working to pay for our boats and equipment, and getting the time to enjoy them. Especially those who are trying to be responsible parents.

I will probably be accused of being "little minded", and of being un-American. Why, where is my pride? Personally, I believe this "non-profit" idea is a disgrace. They call it "non-profit". At ten million dollars, some people are going to make some big money. There are jobs, egos and social standings at stake. Don't misunderstand me, I realize there are maritime non-profit organizations in existence that are worthy and are doing a good job.

I suggest that if our corporate leaders really want to do something meaningful, there is opportunity to do so. For the most part, these corporate leaders are outstanding individuals. These men and women have proved themselves in the fire of business competition. They are thinkers and doers. They know how to get the most out of their resources. Those who don't, don't last.

It is my suggestion that those corporate leaders who really feel strongly about boats and the sea, who want to make a strong statement about what their companies stand for, join together and do something to shape the future.

We already have in place a foundation of maritime museums and schools. They have people to teach, and administrative skills, and are there because they strongly believe in what they are doing. They have been there even when the money wasn't. They have character, they believe. May they never lose their vision.

The craftsmen who teach at many such places are a fountain of knowledge. We as a country cannot allow such an asset to be wasted. Young people need to be taught what it means to build, not tear down. They need to learn the skills of planning, procuring, building, operating and teamwork. These are skills that corporations need in their next generation employees.

We need to show our young people what the word "character" really means. If a person is weak in character, he's unreliable. Anyone who doesn't think the sea builds character hasn't spent much time at sea. Our founding fathers had character. That's what made this country great. They were willing to die for it. Most did!. The time is now to get back to basics.

It is my belief that young people who are taught, and understand what it takes to build something, have a respect for things and do not destroy them. They have a different perspective. They admire, emulate, and continue to grow in desire and knowledge.

There are a lot of young people who need a dream. They need the discipline that it takes to create something. I challenge corporate America to accept the sponsorship of programs that would be meaningful to many, not to just a select few.

Leon Jones, Rio Grande, NJ.

## NICE TO RECEIVE RECOGNITION

Thank you for the pictures and write-up you did on my "Bobcat" in the May 1st issue. Not very often have I ever had any recognition for things I have done, so this made me feel very good. I took the "Bobcat" to the Cedar Key small boat gathering and attracted more interest and compliments there too (see June 15th issue). We had a nice sail out to, and around, the keys and islands outside of Cedar Key.

Ken Arnold, Spring Hill, FL.



## BULLET-PROOF "B.B. CAT"

I read with interest the article in the June 1st issue about the "B.B. Cat". In 1949 or 1950, I think, my grandfather purchased a 15'-16' outboard from Beetle, manufactured of fiberglass. The boat weighed about 600 pounds and was literally bullet-proof. To demonstrate the durability of this revolutionary new material, Beetle fired a .45 caliber pistol at a demo hull point blank, and the bullet did not penetrate the hull. The boat is still in the family, owned by my cousin Dick Hale of Concord, Massachusetts.

Fortunately, this was my only experience with fiberglass boats, and I have enjoyed wooden boats ever since.

Henry Bornhofft, President, Gloucester Yankee Marine Service, Inc., Gloucester, MA.

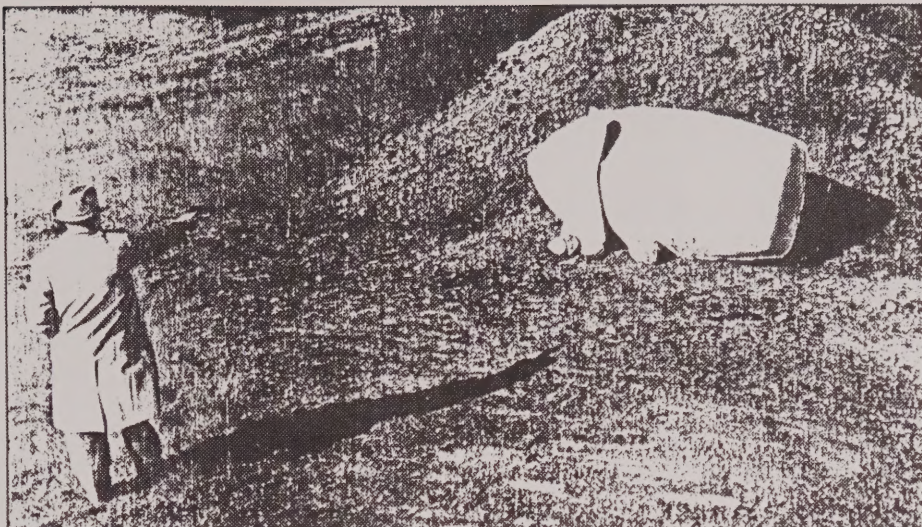
## MARKETING & FINANCING

Went paddling the other morning on the Connecticut River over by Hanover, New Hampshire. There at rush hour, 7:45-8:20 a.m., traffic slows to a crawl to cross a two-lane bridge from I-91 into Hanover, where several thousand people work at Dartmouth College and Mary Hitchcock Hospital. I've taken to paddling pirouettes in front of this captive audience of trapped commuters on sunny mornings to spread the word about Fiddlehead Boat Works and our new "Solo" double paddle boat. The company name on the side is easily read from 200' away.

Rush hour over, I was headed back to the landing about 3/4 mile upstream, singing my usual cadence rendition of Puccini opera excerpts, when I became aware of company. A member of the College "grunt and sweat" department was working out in a slick racing canoe about 150' behind me. Very serious, he, bent to the paddle with great concentration, struggling to overtake this bearded hippie in his canoe. He never did, but I probably threw his cadence off when I switched to a rousing rendition of "Who Put the Overalls in Mrs. Murphy's Chowder". And, then again, I had two paddles to his one.

Regarding your "Commentary" in the May 1st issue about selling small wooden boats, I say, "right on!" I delivered a copy to our banker and we have already been discussing financing plans for us to offer our customers. It's my opinion that people don't sell boats, boats sell people! Our growing clientele come to stay with us for service, advice, odds and ends, and help; good old face-to-face relationship with the guy who built them their boats.

Mike Collins, Fiddlehead Boat Works, RR 1 Box 1060, Bradford, VT 05033.



## BETTER THAN ASPIRIN

A sample copy of "Boats" showed up in my mail on a day when I was at home with a head cold. It made me feel better than any amount of aspirin. I like what I saw so here's my subscription order.

I read about the magazine a few years ago in Peter Spectre's column, "On The Waterfront" in "Wooden Boat", but didn't follow up then on my intention to subscribe, and later could not come up with the article and your address.

Three recent articles I'd like to read are mentioned in a reader's letter in the sample copy I received; "Our 20' Camper Cruiser", "A Season of Birdwatching" (assuming it's about Bolger's Birdwatcher design), and "About Sharpies". Are back issues available?

Tom Halstead, Saratoga Springs, NY.

ED. NOTE: Copies of many, but not all, back issues back through 1985 are available at \$1 each or \$10 a dozen. 1983 and 1984 back issues are all gone. We do not have an index of articles, I haven't been able to find time to go back through the remaining issues to do this.

## LEARN YACHT & COMMERCIAL BOAT DESIGN OR WOODEN BOATBUILDING

Two full-time residential programs combine theory with practice in creative and challenging environment. Design students study marine engineering and drafting along with CAD training and daily exposure to an active boatshop. Boatbuilding students learn to construct a classic wooden dory and a graceful day sailer with the option of a cruising boat instead. Equal opportunity enrollment. V.A. approved.

## THE LANDING SCHOOL

P.O. Box 1490 M  
Kennebunkport, Maine 04046  
(207) 985-7976

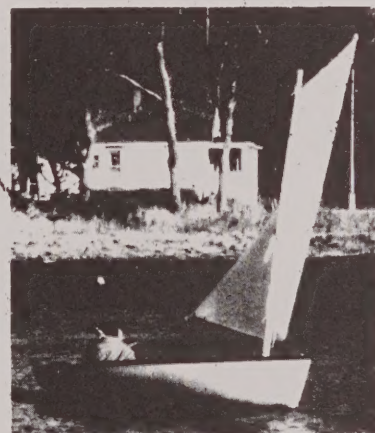
## DRAGONWORKS, INC.

*Importers of the Islander*

Fiberglass & Plastic  
Whitewater & Sea Kayaks  
from U.K. & U.S.A.

Accessories • Tours • Instruction

RR 1, Box 1186  
Bowdoinham, ME 04008  
(207) 666-8481



## PISCATAQUA SAILING WHERRY

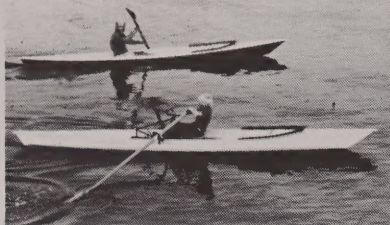
14'x47" Hand Laid Fiberglass Hull  
With Solid Mahogany Gunwales and Seats •  
Includes 65 sq ft Sprit Sail Rig • 2 Foot Draft  
Dagger Board • One Pair 7' Oars • 2 Rowing  
Stations.

## BAY of MAINE BOATS

Box 631, Kennebunkport, Maine 04046  
207/967-4282



## Wing Systems Touring Shell ...The 1-Boat Fleet



A breakthrough in performance, versatility, safety and value, Wing's Touring Shell converts in minutes from single or double rowing shell into a single or double touring kayak. Easy enough for a child to handle, fast on smooth water, safe in open water. Cartop it anywhere. Touring Shell with one Piantadosi RoWing -\$1,735, Touring Shell as single kayak -\$1,360. Order directly for free shipping. Or call for more information and dealers.

**Wing Systems** P.O. Box 568, Dept. 2A3  
Oyster Bay, NY 11771  
For orders, (516) 922-2656 Collect



**Largest Selection of Canoes  
in New England  
nearly 500 on display**

Old Town, Alumacraft, Michi-Craft  
White, Merrimack, Sportsman  
*Prices like the good old days.*

**FERNALD'S**  
Rt. 1A, Newbury, MA 01951  
(508) 465-0312

### PADDLES & OARS



Maine Craftsmanship at it's  
finest. Surprisingly affordable.  
Most shipped UPS. Write for  
free catalog.

**SHAW & TENNEY**  
BOX 213MB  
ORONO, ME 04473  
(207) 866-4807



## A Wilderness Nearby

Springtime brings the highest water levels of the year in freshwater rivers and marshes, and while this inspires the adventurous to tackling whitewater, I took advantage of the circumstances to explore a local backwater that would not be navigable by early summer.

For this mild little expedition, my "Cockleshell" was conceived. As no great distance or challenging conditions would be involved, and because the waterways to be explored are so narrow and tortuous, the little 10' kayak is right in its element.

So, what's there to see in a small freshwater marsh? I had no expectations of discovering anything significant when I lugged the little boat over a half-mile trail into such a spot in an undeveloped state forest not far from home. I'd seen this little marsh from the trail along the top of an esker that helped contain it, and mused on the twisting channel of the upper Mill River that wandered off into the tall grasses and stunted trees. Downstream from the snowmobile and horseback riding bridge that carries the trail across the little stream, the river was choked solid with alders and blowdowns, but upstream into the marsh, the channel

beckoned.

Well, it was a pleasant couple of hours following up all the many channels that cut this way and that through the hummocks, exploring those that gave some promise of leading somewhere, bypassing the obvious dead ends. Of course, all eventually became dead ends, or looped back to the main channel sooner or later. Eventually, following the main tributary as far upstream as I could, the brush and hummocks choked off further progress. I had arrived at the "head of navigation".

I continue to be pleased by these little bits of "urban wilderness". Amidst a population of nearly one million in a county measuring about 25 miles across in all, these hidden spots provide the illusion of the wilds, with no homes or development in sight, and traffic noise from Interstate Rt. 95 less than a half-mile away muted by the intervening woodlands. Maybe not a substitute for an expedition to the Maine woods, if not to the Canadian arctic, but nevertheless a pleasant early season outing easily enjoyed in a couple of spare hours, on local waters that all too soon will drop to a trickle.

Report & Photos by Bob Hicks







Progress into the marsh: Left side from the top, the channel is roomy enough but a deadfall requires a portage. Right from the top: It narrows abruptly amongst hummocks, passes beneath another deadfall, and finally disappears beyond easy reach into the puckerbrush and hummocks. Head of navigation.

## CAPE ANN SMALL CRAFT

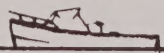
**Portable,  
Affordable Boats,  
Trailers and Accessories**

**(508) 768-7411**

**66 MAIN STREET, P.O. BOX 592  
ESSEX, MA 01929**



**Small Boat Exchange  
JOHN L. FREEMAN**



**DAYSAILERS • CRUISING SAILBOATS  
CLASSIC SEAWORTHY POWERCRAFT  
ROWING SHELLS • FINE ROWING CRAFT  
CANOES • KAYAKS • DINGHIES  
CUSTOM BOATBUILDING**

**ON THE WATERFRONT**

**16 KILBURN ST. BURLINGTON, VT**

**(802) 864-5437**

**BROKERAGE FOR SAIL AND POWER**

## SEA KAYAKS

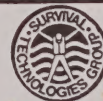
**NEW ENGLAND COASTAL KAYAKERS**

• Fine British & American Sea Kayaks • Equipment  
• Wet suits • Dry suits • Safety gear • Books, etc,  
sold by Patient Enthusiasts • Waterfront Location

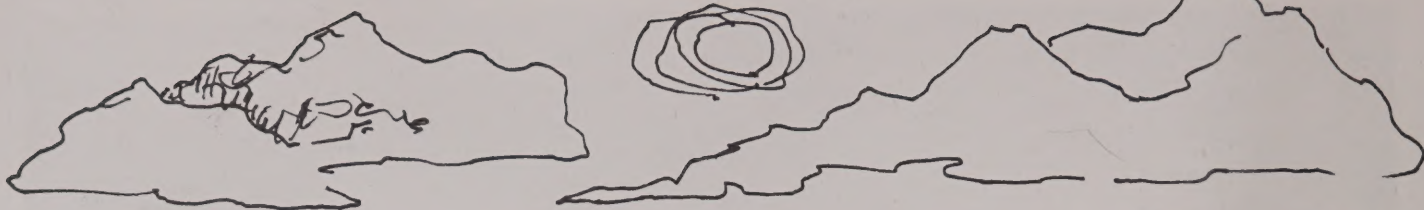
**BAIDARKA EXPLORER, DAWNTREADER, IONA, ICE  
FLOE, ORION, FIORD, SOLO, SEA RUNNER, SEA  
VENTURE ALSO KIWI MINI KAYAKS, TOURING  
DOUBLES AND WHITE WATER PLAY BOATS!**

**203-669-7629**

P.O. Box 534  
Westbrook, CT 06498







Story & Illustrations by Tom

## The Delivery

— PARADISE —

The mate and I sat in the Red Fox Tavern drinking rum and coke. It was crowded with the crews and skippers of charter boats anchored in the small Caribbean harbor.



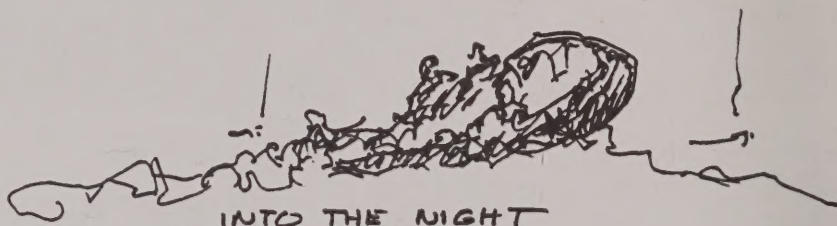
TO THE BOAT

We left the tavern and followed him down to the waterfront, tossed our bags into a Zodiac, climbed aboard and sped out into the night. There were no lights

hold onto this cabin. There'll be ten people aboard when we sail and there'll be a fight for space." The rum and the tropical night quickly put me into a dreamless sleep.

Awoke at 0800, dressed and scampered topside to be confronted with a sailor's paradise. I was on a boat in a tropical harbor. A jewel of a blue sky, clear green water alive with fish, surrounded by ocean sailing boats rolling in the wakes of inter-island ferries. I looked over our boat. It was a 53' yawl with a mainmast, and a mizzen aft of the wheel. A motor-sailer. Fiberglass hull with a bimini (can-

There were Australians, Germans, Swedes, English and French, each trying to outdo the other in harrowing stories of the sea. Storms roared through the tavern, rogue waves and whales. Wrecks and ghost ships sailed in mysterious seas where winds ran off the Beaufort Scale. Knockdowns, distress calls and rescues; abandon ships and survival in life rafts. The tales became more terrifying as the rum boggled the mind and bravado ran amuck. Strange dialects and gesticulations extremitized extremes.



INTO THE NIGHT

and other boats were merely dark shapes passing rapidly on either side. We came alongside a boat furthest out in the harbor and climbed aboard. Couldn't see a damn thing topside so we went directly below. The Skipper showed us our cabin. "Toss your gear in a bunk and welcome aboard."

vas covering) over the cockpit amidships. I didn't know what to do or where anything was. A cup of strong coffee set me aright.

The Skipper came topside and said, "The rest of the crew is scattered over the island, we'll have to wait for them." We waited the whole day as they straggled in. One was still missing at sunset. He was the last of the crew. We spread out over the island in a search. He was finally found and brought aboard. By then it was too late to sail, so it was decided we'd stay over the next day and visit the town.

The next morning we went ashore and boarded a bus that took us on a wild ride to town. The driver seemed to have an attitude that nothing ever happened on the island so nothing could ever happen to him or his bus. There wasn't a straight stretch of road on the route. He was continually turning the wheel and screeching the tires at top speed. We survived, but didn't look forward to the ride back.

In the town, everything was for sale. Nobody did anything except sell things. They sold everything. Fish, food, wood, liquor, clothes, jewelry, stone and shells, water, sunlight, the sky, the air.

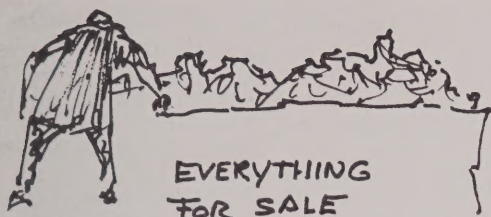


ROGUE WAVES AND WHALES

The Skipper arrived in time to rescue us from the rogue waves, winds and whales. "Get your things and we'll go aboard," he said.

The mate picked the upper and left me with the lower. "We're lucky the rest of the crew hasn't arrived yet. We'll have to try to





## EVERYTHING FOR SALE

I think it all started in the distant past when the inhabitants sold one another. I bought a hat and two shirts that said, "You've made it to the islands, now stay here!"

"I can't," I told the shirts.

"Regrettable," the shirts replied.

Sun lotions were available to turn you any color you wanted to be. Brown, blue, gray, green, purple, white or black. It didn't matter what you were, you could be any other color with just the right lotion and the sun. The Mate bought a white monkey, a hand puppet. A sympathetic companion for the voyage ahead.



## WHITE MONKEY

The ten of us ordered a meal in a local eating house. It appeared that everything on the island was edible as well as salable. It was a glutton's paradise. Fish, meat, vegetables, flowers, shells, trees; anything you could put in your mouth and swallow had health-giving properties, prolonged life, added to virility, increased lust, benevolence, forgiveness, aggressiveness, or any other emotion or quality you wanted to intensify or subdue.

Back on the bus, the return trip was slow and safe. The driver must have had a pacifying lunch. Once back on the boat, we hauled anchor and sailed for another sainted island, anchored in its bay, and watched the sun set into the sea.



## SAINTED ISLE

At 0700 next day, everyone jumped over the side with fins and masks, snorkeling about the boat spying on the fish. A barracuda swam up to me and nose-kissed my mask. It scared the hell out of me. "Why don't you bite me?" I asked.

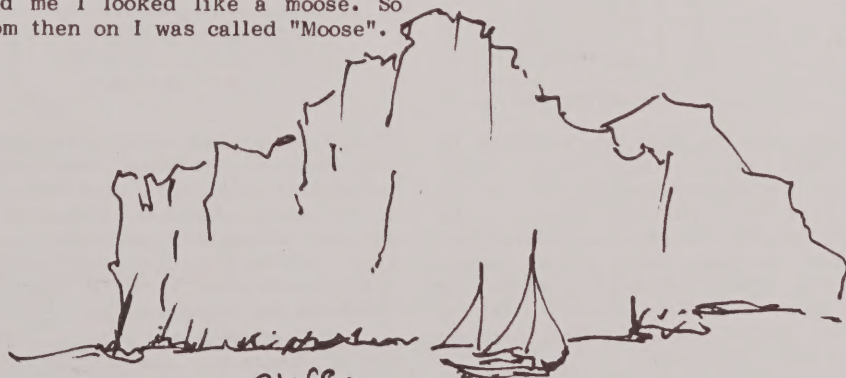
"This is paradise, man, no sense in being predatory," he said, and swam away to find somebody else to kiss. The shirts were right, I should stay here.



## PREDATORY?

Back on board for breakfast, then we motored ashore in the Zodiac to scatter and wander about this island at our leisure, over its hills and along its beaches. Through the thick jungle-like vegetation. Small trees with the roots exposed and tangled made it difficult to walk off the paths. The beach sand was too hot to walk on barefooted. The shade was the only place to be. Yet leathery brown people laid out in the sun trying to get leathery browner.

I got lost as usual, and when I found my way back to the beach the Zodiac was gone. So I took off the only pair of shoes I had to my name and tied them together, setting them on my hat to keep them dry. Then I waded into the water and started swimming for the boat. When the crew spotted me, they leaped about laughing and taking pictures. When I got aboard, they told me I looked like a moose. So from then on I was called "Moose".



## CLIFFS



## MOOSE

The next day was Sunday. We weighed anchor at 0800 and sailed for the Isle of Devils, six-hundred miles to the north. We would run the longitude of 64 degrees west.



## SAILING NORTH

Dolphins played around the bow as the sails drove us through a gently rolling sea under a perfect sky. To shatter this perfection came a cough, a rumble, then a confident roar, a stinking belch, then a low moaning vibration.

"I started the motor," the Skipper said.

"Why?" I asked..

"It'll help the sails," he laughed. We were now doing seven knots. I looked up at the sails, they were luffing.

We passed close to an island with great precipitous cliffs. The story was told that natives threw themselves off those cliffs rather than be taken away from these islands as slaves. "I should do the same thing. It's the only reasonable thing to do," I told myself. "Only an Englander or a New Englander would sail away from Paradise. Back to winters, industry and depressed people.





To emphasize that we shouldn't leave, everybody proceeded to get sick. Seasick. The scourge of the seas. Regardless of the pills, the patches behind the ears, the candy and the crackers. Just to see somebody sick made someone else sick. The Skipper ignored everyone and threw a hook and line over the stern and went fishing.



The wind freshened over the starboard beam and heeled the boat slightly, making for a better motion. The watches were set. Five watches divided up the ten people into five pairs. One of the pair took the helm for two hours while the other stood standby. Then the other took the helm for two hours.



After that the pair was relieved by another pair. The watches didn't come too frequently because of the number of people aboard. The patches and the pills made everyone doozy so there were always people laying about sunbathing, sleeping or sick. I was continually tripping over bodies that emitted screams and then apologies.

One day we decided to shoot the sun at noon. I took out my \$15 plastic sextant and the Skipper took out his \$600 sextant. Amazingly we got exact readings from simultaneous sights. But I doubt if the plastic would hold up to much abuse. We took the readings below and tried to make some sense out of them with the nautical almanac. We soon discovered that everything had to be corrected. Nothing was where it was or where it seemed to

be. After numerous corrections we were left with a useless figure that needed three or four more corrections that we didn't know how to do. I think we needed another book with more correction charts.



"The hell with it," the Skipper said, and pressed a button on the SatNav. There was our latitude and longitude in its little window. "You want to be a primitive, be my guest," he laughed, and went topside. I continued trying to make sense out of the nonsense I had before me and soon concluded that the whole damn world was a ludicrous puzzle.

When I returned topside, people were gathered at the stern, laughing and screaming. The Skipper had caught himself a fish. We all watched the taut line trailing aft. A marlin broke the surface and leaped wildly into the air. The most magnificent creature anyone could hope to see. After a long and desperate fight, he was brought alongside and an attempt was made to gaff him. The gaffer was unsuccessful and the marlin escaped.



The Skipper was irate, the gaffer embarrassed. And the crew disappointed. I was happy as a lark that it got away. Only a member of my species would ever consider catching, killing, eating and turning into excrement such a beautiful creature for the sheer joy of it.

We motor-sailed at a consistent seven knots. I suggested taking the sails down. "The hell with the sails, they're ornamental. I'm a fisherman, I get where I'm going, fish, and get back. I don't f--k around," the Skipper explained.

One of the crew asked the Skipper, "Where is that dangerous Triangle we've heard so much about?"

"You're in it," the Skipper replied.

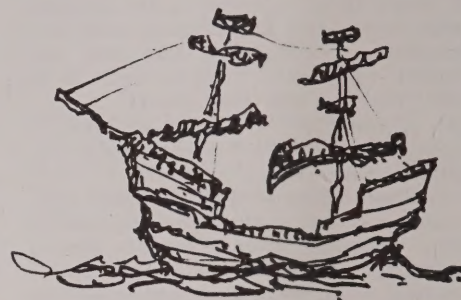
"How long have we been in it?" was next.

"Since we left."

"When will we be out of it?"

"When we arrive."

On the fifth day, a Friday, we spotted white long-tailed birds flying towards us. The sign of land. A short time later, land was in sight off the bow. The Isle of Devils it was called. It was discovered by the "Deliverance", a ship bringing pilgrims to the New World. The



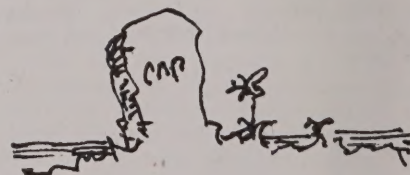
ship was lost in a storm, which is the usual case in a discovery, and it wrecked itself on the shoals that surround the island. The crew and passengers swam ashore while the captain formally noted his discovery in the sinking ship's log.

The crew and passengers wanted to stay but the captain wanted to continue the voyage. Outvoted by authority, they built two small boats and sailed to the New World, where they found everybody dying of disease and starvation. Of the 300 people originally there, only 60 were left. "This was the New World? It wasn't much better than the Old World!" the passengers declared.

The crew and passengers called the captain a "damn fool" and told him they should have stayed on the island. "Well, then, we'll sail back to the island and gather up food, and return to these poor people."

"Sure we will," the passengers and crew said, winking at one another.

Back on the island, the captain conveniently died. His last wish was to have his body sent back to the Old World. "Sure we will," they said, again winking at one another. "We'll send you back to that dismal land of groveling people, miserable weather, morbid religions and mad kings." Needless to say, they stayed and so did he.



The entrance channel was narrow, but well-buoyed. We anchored in the harbor and waited for customs.

(To be Continued)





## Traditional Craft at Virginia Beach

The Heritage Museum in Virginia Beach, VA, was the site for a traditional craft boat show May 5th. Turnout was smaller than last year with another wooden boat show taking place the same day not far

away in Beaufort, NC. The Virginia Beach show was sponsored by the Norfolk School of Boatbuilding run by Enno Reckendorf.

Report & Photos from Scott Wolff

### *Flying Colors Ltd.*

466 THAMES ST NEWPORT, RI 02840

**FLAGS • BANNERS • WINDSOCKS**  
FOR YOUR BOAT - BUSINESS - HOME  
OPEN MON-SAT 9-5 (401) 846-0418

### **SALTMARSH SEA KAYAK CO.**

SERVING SOUTHERN MA & RI

SALES • RENTAL • TOURS • INSTRUCTION  
589 FISHER RD., DARTMOUTH, MA 02747  
Please Write or Call Evenings (508) 636-3007

### **Traditional Canoe Enthusiasts...**

Join the **Wooden Canoe Heritage Association**, a non-profit membership association devoted to preserving, studying, building, restoring and using wooden, wood & canvas and birchbark canoes. Membership includes our quarterly journal, **Wooden Canoe**, annual Assembly notification, and access to hard-to-find books and supplies.

Write to us at:

**Wooden Canoe Heritage Association**  
c/o Edward Cumming  
38 Indian Meadow Dr.  
Northboro, MA 01532



### **Don't lug that heavy thing!**

GET A PORTABLE DOLLY FOR CANOE  
OR SMALL BOAT FROM US! JUST  
\$99.50 DELIVERED TO YOUR DOOR!

**BERKSHIRE OUTFITTERS** RT.8, ADAMS, MA 01220  
CANOE & KAYAK CENTER (413) 743-5900 (Tues.-Sat.)

## **SCHORPIOEN**

a sailing yarn, a novel, from one of the  
world's great small boat designers

### **PHILIP C. BOLGER**

that is nautically impeccable, clench-nails you  
to your chair, and may even be of socially  
redeeming value.

Soft cover, 208 pages, \$12.95. At your nautical  
bookseller, or by mail, postpaid from its publisher,  
Duff & Duff, 28 Harbor Road, Mattapoisett, MA 02739



# TRADITIONAL WOODEN BOAT SHOW

The 15th Annual Wooden Boat Show of the North Carolina Maritime Museum was held on the waterfront and at the Museum at Beaufort, North Carolina, on May 5th and 6th. The 26 boats exhibited represented all categories of wooden boats; antiques, reproductions, modern designs, boats native to North Carolina, and boats from other areas.

Frederick Patton's 1900 Lozier (VT) gasoline launch was the oldest boat present. Russ Down's 1969 Simmons Sea Skiff 20, a North Carolina native, was the largest boat in the show. Darle Shouse's 1966 old Town canoe was the third antique boat.

Reproductions included three North Carolina spritsail skiffs, a Herreshoff Columbia dinghy, and an L.F. Herreshoff pram. The Herreshoff designs were built by the Cape Fear Community College boatbuilding students in Wilmington, North Carolina.

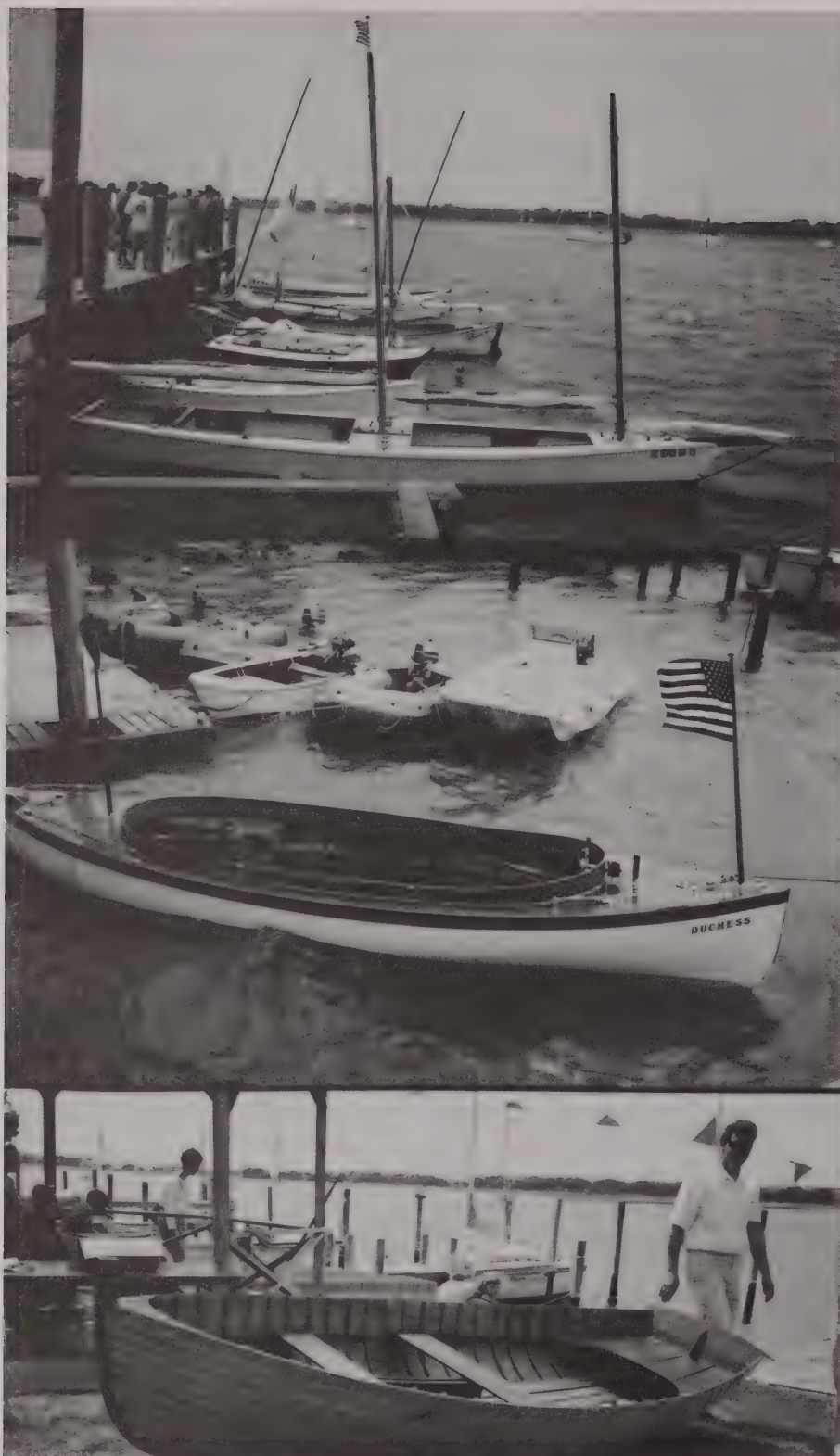
Previous Beaufort shows have commonly attracted a variety of Phil Bolger designs, but this year the only representative was John Willis' "Light Schooner".

Nine of the boats present were by North Carolina designers. Three "Spindrift 10" sailing dinghies, a pram, and a 15' "Bay River Skiff" (power, sail, row) were Graham Byrnes' B&B Yacht Design models. Erik Lie-Nielsen's striking, fast 22' modified sharpie design and a 16' pirogue showed his range of designs. Douglas Little brought two of his strip-built bright finished electric canoes.

In addition to the display of boats, there were events at the Museum. Earl Willis talked of "Uncle Wash and Other Shad Boat Tales", and Douglas Little described "Boating the Black River and It's Backwaters". There were demonstrations throughout the day of paddle making by Charles McNeill, retired Museum director; canoe handling by Darle Shouse; and knots and splices by Bob Rowbotham.

Sailing, rowing and paddling races for the participants on Sunday, and a special Saturday evening program rounded out a beautiful May weekend. I was unable to stay over for the Sunday races, so cannot report on them.

Report & Photos by David Carnell, Wilmington, NC.



Top from front: Bolger light schooner, unidentified skiff, San Francisco Pelican, Eric Lie Nielsen's sharpie "Fever", two North Carolina spritsail skiffs. Middle: Frederick Patton's 1900 Lozier launch. Bottom: Herreshoff Columbia dinghy being built the Cape Fear Community College boatbuilding class.

## BOOKS about BOATS

Out of Print & Used Nautical Books  
Old Boating Magazines  
Original Boat & Marine Literature  
**COLUMBIA TRADING CO**  
2 ROCKLYN DR., SUFFERN, NY 10901



**GREENLAND TYPE SEA KAYAKS**

**Dunn's Custom-Built Kayaks**

8991 S State Rd, Eden, NY 14057

PH: 716-992-3941

SEND \$1 FOR INFORMATION





## Out from Under

I purchased my 1969 high-sided Simmons Sea Skiff a year ago from its original owner. She was covered with a couple of coats of "mud" house stain and a top (slop) coat of some kind of varnish. Every seam in the boat was packed inside and out with silicone rubber, to which none of the coating was adhering. But as I found out when stripping off the old junk, that silicone was stuck to the boat's planking as good as any epoxy I ever worked with. After a full winter of torch, scraper and chisel, I completed her restoration in time to be here at the Wooden Boat Show in Beaufort.

She sports a new paint job of

white vertical surfaces, aqua horizontal, and red trim and bottom. She has a cabin and two pedestal seats and is powered by an 80 hp, 1972 four-cylinder Merc. She'll go about 50 miles on 18 gallons of fuel at 20 knots, 3/4 throttle. She loves to ride high on the water and plane. Sure, she doesn't crash through the waves and chop like a 22' Hydrasports, but I can launch and retrieve her from any ramp with my Ranger pickup, and go anywhere the other boats with twice her weight and power will go. She's really classy, and turns heads wherever we go.

Russell Downs, Raleigh, NC.

There is nothing—absolutely nothing—half so much worth doing



as simply messing about in boats.

from The Willows in the Willows  
Copyright © 1984 Charles S. Burrows & Sons  
Illustration Copyright © 1981 Charles S. Burrows & Sons

MESSING ABOUT IN BOATS? Do it in top quality, 100% cotton, silk-screened T-shirts featuring original drawings and famous quotation from *Wind in the Willows*. Light blue or tan: S, M, L, XL. \$14.50 postpaid. DESIGN WORKS, Dept. MC, PO Box 3394, Silver Spring, MD 20918.

## THE ROSS BANDMILL® PORTABLE SAWMILL

US PATENTS 4275632 4334669  
CANADIAN PATENT 1159342  
OTHER PATENTS PENDING



AN HONEST  
SIMPLE, RUGGED  
RELIABLE, VERSATILE.  
ONE-MAN SAWMILL  
SAWS ALL WOODS  
Diameters 3 to 17 inches  
Lengths 8 inches to infinity

THIS MACHINE IS PROVEN  
PRICE COMPLETE WITH  
20 FT TRACK \$4950

5 YR. WARRANTY

WE PIONEERED  
THE PORTABLE  
BANDSAW SAWMILL

W.K. ROSS, INC.  
640 Main St.,  
W. Hampstead,  
NH 03841 U.S.A.  
603-329-6320

## Interested in traditional small boats?

### JOIN TSCA!

#### MEMBERSHIP INCLUDES:

- A SUBSCRIPTION TO THE ASH BREEZE
- MEMBERS' DISCOUNT BOOK SERVICE
- INSURED SMALL CRAFT EVENTS

The Traditional Small Craft Association is a non-profit tax-exempt educational organization which seeks to preserve and encourage the design, construction, and use of traditional small-craft. Annual dues \$15 (Tax Deductible)

Write to: The Secretary  
The Traditional Small Craft Association  
P. O. Box 350, Mystic, CT 06355



## BUILDERS & RESTORERS!

### Use the epoxy professionals use.

- ★ Acclaimed by leading authorities
- ★ Scientifically developed
- ★ Over 12 years of proven service

#### PERMANENT BONDING POWER

#### T-88 STRUCTURAL ADHESIVE

- Non-critical 1:1 mix
- Cures as low as 35°F
- Clear, impact resistant, gap filling
- Cures tack-free in high humidity



#### SEAL, STOP LEAKS L-26 EPOXY SHEATHING SYSTEM

- Tough and resilient
- Penetrates wood as well as fabric

#### RESTORE SURFACES

#### F-9 EPOXY FAIRING COMPOUND

- Fills cracks & holes
- 1:1 Non-sag paste

Special Introductory Offer!—send \$10.00 for 1/2 pt. of T-88, receive 32-pg. Technical Manual FREE (initial purchase only)

#### MAIL NOW FOR SPECIAL OFFER — DEPT. M

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

☐ Send 1/2 pt. T-88 & Free Manual. \$10.00 enclosed.

☐ Send information only, no charge.

**Chem-TECH** INC.

4669 LANDER ROAD  
CHAGRIN FALLS, OH 44022  
216/248-0770

## BUILD YOUR OWN BOAT

GLEN-L Plans and Patterns use the latest technology to bring out the CRAFTSMAN in the Amateur. Over 200 designs 7' to 55' in our fully ILLUSTRATED 1990, 168 page DESIGN BOOK. SAIL/POWER/ROW — Houseboats — Duckboats — Fishing boats — Canoes — Kayaks — Pirogue — Hydroplanes — Texas Scooter — Airboat — Dories — Boat Trailers. SAVE 50% or MORE! Designs for WOOD, STEEL, ALUMINUM, FIBERGLASS. — FREE Supplies Catalog. You've waited long enough — SEND \$4 TODAY or order with your MC or VISA by phone or FAX. Our friendly and knowledgeable Service Dept. will AIR-MAIL information on the BEST DESIGNS from the GLEN-L team.

7 1/2' "PEE WEE"  
MINI RUNABOUT  
Plans & Patterns \$21



NOW AVAILABLE: BOATBUILDING WITH PLYWOOD, 3rd Edition. The standard text on plywood boat building in classes around the country. A "must" for every boatbuilder library. ONLY \$25.95 post paid, add \$1.55 for Special Handling.

#### GLEN-L marine design

9152 Rosecrans, Box 18042m, Bellflower, CA 90706  
Phone 213/630/6258 FAX 213/630-6280



# Small Craft Weekend Comes of Age

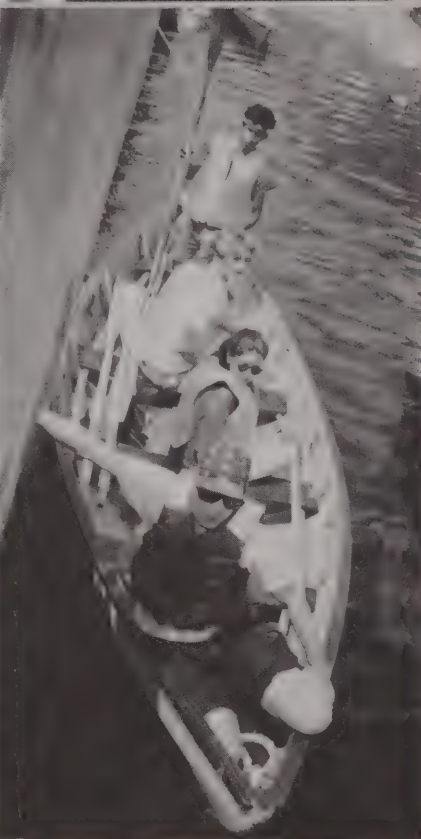
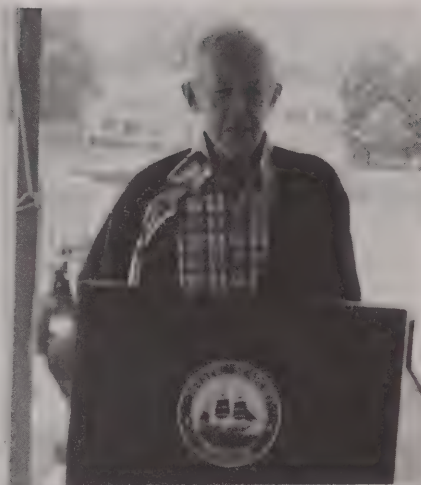
What a great weekend the Mystic Small Craft Workshop was this year, with a noticeable resurgence in attendance and enthusiasm, with over 100 boats and close to 400 participants. The focus on honoring John Gardner's contributions to the well-being of traditional small craft brought back many of the early year participants, and the request for dories that Gardner had anything to do with, designing or saving the designs, brought a fine variety of these craft. And the weather was fine on Saturday and almost as fine on Sunday.

At noon on Saturday a brief ceremony took place to honor John Gardner. Ben Fuller, recently resigned Curator at Mystic, first read an official proclamation of recognition from the Mystic Seaport heirarchy, couched in typical honorary terms. Ben then presented John with a framed memento, an original "new" copy of the first Small Craft Workshop flyer from 1969. Gardner stood all the while waiting for this all to end, which it did with his being invited to address the assembled multitude. It was a multitude, too, close to 400 people crowded in and around the tent.

John's remarks were brief but cogent. He was obviously moved by the very heartfelt admiration and affection from the small boat folks before him, but made certain to discourage the deification of his memory that seems inevitable in the future by commenting, "Don't confuse riding along on the crest of a wave with being the creator of that wave." To which the crowd responded with a prolonged standing ovation. No false modesty there, that's the real John Gardner speaking.

All the boats. That's the main thrust of this gathering, so many small craft of so many types, old, new, wooden and even of that "other" material, albeit of traditional design. Paddle, oar and sail powered craft, with even again one engine powered craft, Ron Ginger's power dory, from a Gardner book, thunk-thunking around the nearby river throughout the weekend. And the chance to try out most of these boats. Where else could one find such opportunity? The people who bring their treasured craft and let their fellow enthusiasts try them out are the backbone of this game.

There's always a program of scheduled events too, if one can drag oneself away from the waterfront and its action and opportunities. John Gardner's current focus on small boat programs for youth



Top: John Gardner reminds the small boat folks "not to confuse the riding along on the top of a wave with being the creator of that wave."

Bottom: Some of the young people who were on hand this year from the Sound School and the Riverfront Recapture Programs, something Gardner is now keenly interested in.

Opposite page: Dories were the theme, and here are some of those on hand.

brought the people from the Sound School in New Haven and Riverfront Recapture in Hartford to tell us of their efforts at bringing youth back onto the water in boats they build themselves. Many of the inner city youngsters involved were on hand too, taking part. The shipyard sawmill ran a repeat of last year's very popular demonstration of shipyard sawmill operations.

The focus on dories resulted in several dory-related workshops. Ben Fuller and the Rockport Apprenticeship presented the McGee Island Dory Project; Barry Thomas talked about building the Chaisson Dory Tender in the Grey Boatshop; Sam and Susan Manning displayed their down-east approach to using and cruising in a dory on the waterfront; Malcolm O'Dell talked about dory building today in the 200 year old Lowell Boat Shop, and showed slides in an evening program. Abetting these, Ned Flanagan talked about building a simple bateau.

Evening entertainment also included a slide show by Andy Teel on rowing through France.

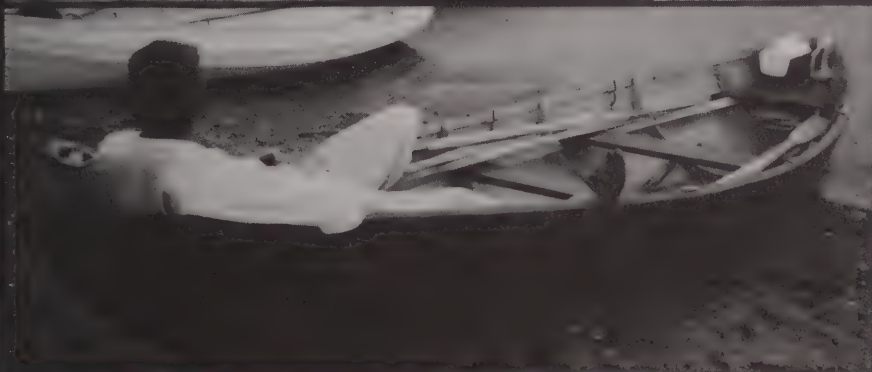
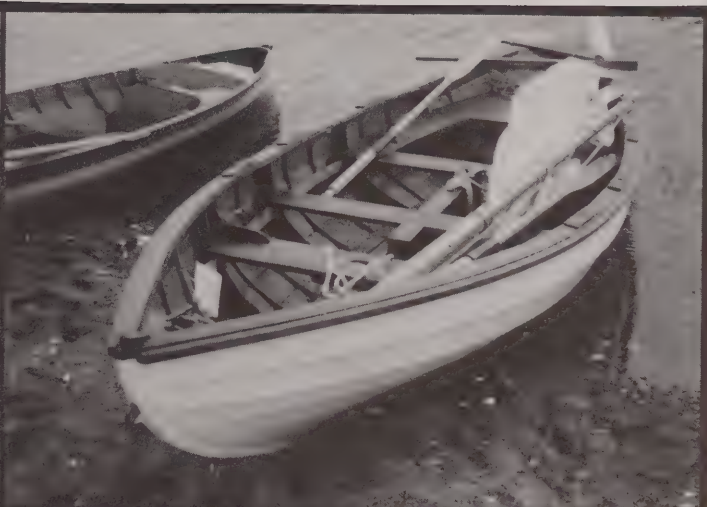
And Sunday morning at 7 a.m. a large flotilla headed about three miles downstream to Mason's Island for breakfast, despite a stiff 15 knot southwester blowing upstream. It was too much wind for some of the smaller open boats once past the railroad bridge, but for those who made it to the island, it was then a downhill trip home. Except for Platt Monfort, who capsized his little geodesic pulling boat he'd jury rigged with sail and outriggers, when a puff caught him with mainsheet gripped too firmly. The rescue was a set piece with ample help at hand, the guys in a New Haven sharpie running down-wind upstream past the incident, hanging a quick U-turn and parking right alongside Platt, to effect the rescue of him and his boat.

The TSCA held its annual meeting midday on Sunday and in early afternoon those interested toured the secret collection of watercraft stored in the sprawling Rossie Mill across the street from the Museum.

After 21 years, the Small Craft Workshop seems to be enjoying a revitalization, with long time attendees increasingly supplemented by new and younger enthusiasts for traditional small craft. First weekend in June, next year, be there if you love traditional small boats.

Report & Photos by Bob Hicks





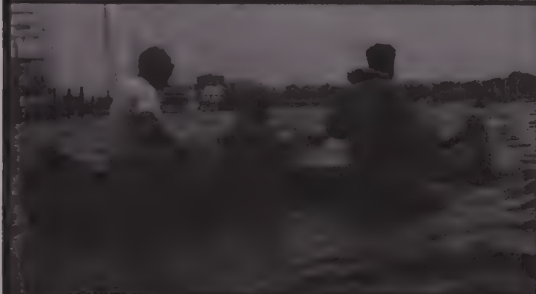








Above: The fleet gathers on Mason's Island for breakfast. Left from the top: Two of the "Kittery" crew try out a little double pulling boat. The "Lestabat" from the Rockport Apprenticeship, square rigged. The only canoe to go to Mason's Island in the wind conditions. Dan Segal and family join Jim Thayer in the "Awesome Ducker". Below left: Thad Danielson's dinghy is from Gardner's book, "Building Traditional Small Craft". Scott LaVertue built this lovely "Cockleshell". Below right: Family outing in a Culler skiff. Don Betts "proas" by. Right from the top: A Monfort geodesic underway. The Connecticut Oar & Paddle Club gig "Current" undermanned but underway. A gorgeous Noank skiff under sail. A "Morgan" whaleboat arrives at Mason's Island.

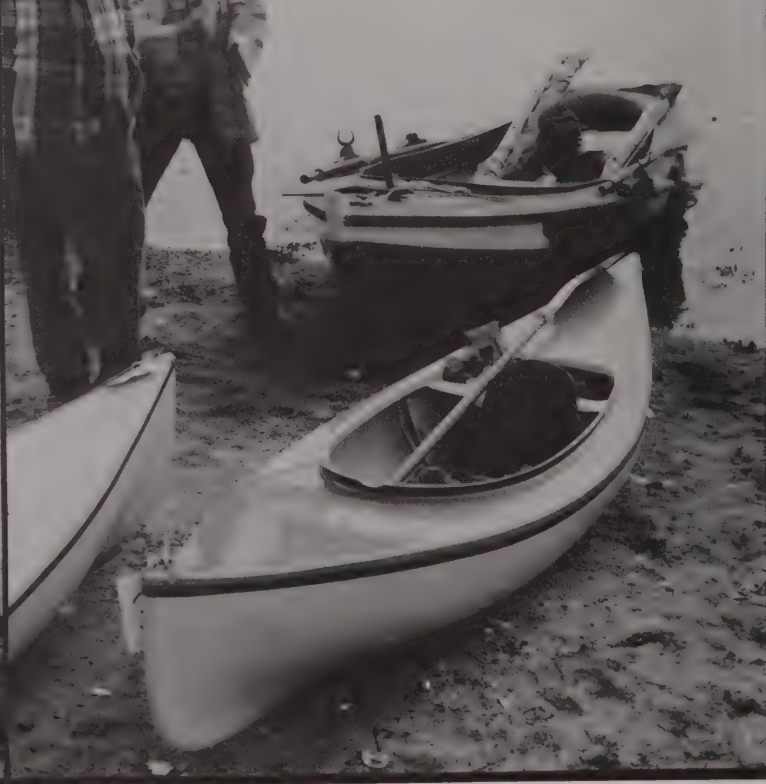






On the waterfront, clockwise from above: Malcolm Odell of Lowell's Boat Shop talks dories. Talking about boats is important. Budget sail rig of plastic sheet and closet poles works okay on small boat. Kind of a small boat but it's okay, lady. Griff Venator's home-designed and built kayak and double-paddle canoe got a lot of attention.

Opposite page: The rescue enroute back from Mason's Island.







### **Adirondack Goodboat**

*The Constant Camber™ row and sail success. New for 1990, a version dedicated to sailing.*

### **Adirondack Lakesailer**

**MASON SMITH**

518-624-6398

NORTH POINT RD., LONG LAKE, NY 12847



**Oars 5' — 16'**

**Solid Spruce — Ash**

Spoon · Blade · Oval Shaft Oars  
7'6" · 8' · 8'6" · 9' · 9'6" · 9'9"

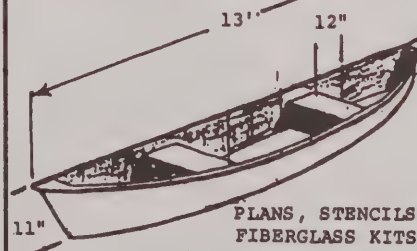
free brochure contact

**Water Power Products**

RR1, LaHave, Lunenburg Co, Nova Scotia B0R 1C0

PH: (902) 688-2351

### **CAJUN PIROGUE**



PLANS, STENCILS  
FIBERGLASS KITS

Lightweight, sturdy,  
maneuverable. Excellent  
hunting, fishing boat.

Send SASE for info.

385 FLYMOUTH ST.

HALIFAX, MA 02338 (617) 335-3643



## PISCATAQUA WHERRY



14' x 47" hand laid fiberglass with mahogany trim. Workmanship is of traditional yacht high quality standards throughout. Molded from original carvel planked 19th century wherry built and used at the mouth of the Piscataqua River. Well balanced with deep, full length keel. For surprising rowing ease, whether by yourself, with passengers or with cargo. Rugged, sturdy rowing boat ideal for pleasure, sport or good health. Amazing stability with sharp entry to the seas and traditional wine-glass transom.

### BAY of MAINE BOATS

P. O. BOX 631  
KENNEBUNKPORT, ME 04046  
(207) 967-4282

ON DISPLAY  
INDOORS



LOTS OF  
PRE-OWNED  
SAILBOATS

COM PAC 16,19,23,27  
PRECISION 14,16,17,18,21,23  
SEA PEARL 21 - PIN TAIL 14  
POINT JUDE 16 - STARWING  
SAILING CANOES & DINGHIES

### FERNALD'S

RT. 1A NEWBURY, MASS. 01961  
(508) 465-0312

A Bed & Breakfast Inn

## Black Friar Inn



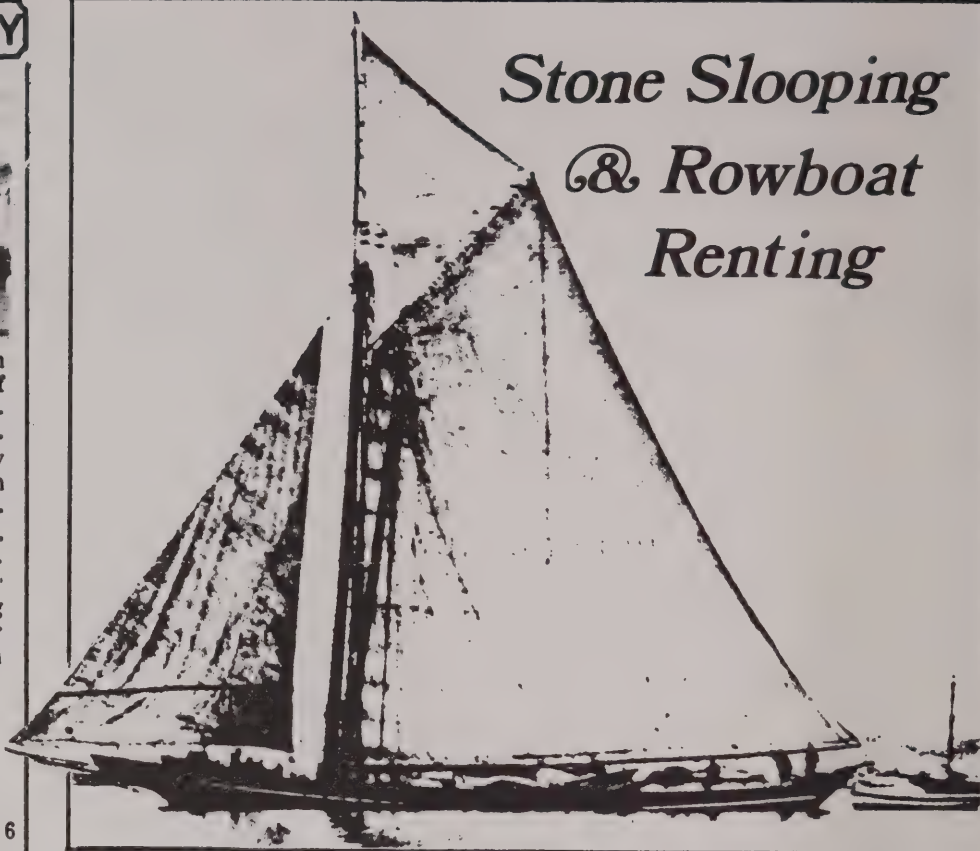
Kayak Acadia National Park on Maine's beautiful coast. Make our Inn your headquarters for exploring the coast of Mt. Desert Island and the lakes and streams of Acadia.

Member Maine Island Trail Assoc.

10 Summer Street  
Bar Harbor, Maine 04609

Barbara and Jim Kelly, Innkeepers 207-288-5091

## Stone Slooping & Rowboat Renting



Here are two old photographs I have that illustrate work and play afloat many years ago on our Maine coast.

The sloop pictured is the 84' stone sloop "Alletta C. Hamilton" easing into Eastport, Maine, on one of her last jobs, with a load of granite slabs for a new breakwater in the 1890's. She was named by her captain and owner Lorenzo Hamilton for his daughter and was always known as the "Lettie". She was one of the largest such sloops, once part of a 36 boat fleet hailing from the Casco Bay islands near Yarmouth, Maine.

You can see the stone handling boom triced up along the mast with a steam winch in the bow, the neat 18' yawl boat trailing astern, and the hull loaded right down to the waterways, before the splendid work of Samuel Plimsoll became known, establishing safe load limits. Sloops were much preferred to schooners for free and clear decks; yet, to reef such a huge mainsail must have taken all hands. In the photo the jib topsail has been struck, but not the main topsail.

Contracts for granite hauling extended down the coast to New York city and Washington, DC, for construction of many public buildings. In addition, much stone was carried for breakwaters, lighthouses, forts and wharves, in the mid-19th century. However, by the 1880's, re-inforced concrete and steel construction began to supersede granite. At the turn of the century, stone slooping had faded away with only an occasional job

here or there. As a youngster in the '20's I remember seeing several rotting hulks hauled up on the flats.

Stone slooping was hard and hazardous work due to the effort required and the attendant danger handling multi-ton unwieldy blocks of granite. There were no hard hats or safety shoes in those days and, undoubtedly, present day OSHA inspectors would shudder. The very nature of the boats themselves presented an element of danger. They were of wide beamed, shoal draft, centerboard design necessary for nosing into out-of-the-way shoreside quarry wharves, as well as for placing slabs near shore for breakwaters and piers. Such a design made for a weak structure which would weave like a wicker basket in a seaway, and one which would capsize in a squall when empty on a return trip. Expert seamanship was mandatory.

During his youthful years, my grandfather, Dennis Hamilton, crewed for his Uncle Lorenzo. He used to tell me interesting stories, some humorous, others a little scary. Later he established his own business near Portland, married and raised his family, including my mother, Priscilla.

The group of small pulling boats in the second picture was a part of a thirty boat fleet of seasonal rental rowboats owned by John Drinkwater (always known as Jack) gathered on the Royal River estuary in Yarmouth, Maine, in 1915. Jack is standing in his 18'





fantail launch powered by a 3hp Palmer one-lunger, and his son Malcolm (my cousin) is on the deck of an 18' sloop-rigged catboat. The retaining wall in the background is for diverting the tidal currents and silting of the estuary. The rowboats ranged in size from 12' to 16' in length and were mostly of the round bottomed classic plank on frame construction. Years later, one of the 12 footers became mine, and I rigged it for sailing, but that is another story.

To me, the logistics of caring for three-dozen boats are overwhelming. They had to be collected in the fall from where they had been rented out to and towed by the launch up the estuary, then hauled by team up the steep banking to the barn. In the spring they were overhauled and painted. Oars were repaired and varnished. Bow lines and bailers were replaced as

needed.

Then, according to letters received expressing the desires of the out-of-state summer people, and after moorings and haul-off lines had been set out, the boats were towed to their various summer locations around Casco Bay. Shoreside vacationers demanded, and rightly so, rowboats for picnicking and exploring deserted islands and other points of interest around the Bay.


In the fall of 1919, Jack's cousin, Alfred Drinkwater, expressed a desire to take over the boats and rental business, which would fit into his somewhat irregular occupation. The boats were therefore stored in the Hamilton barn on nearby Cousins Island. Alfred (single) was living, off and on, in the unoccupied but fully-furnished house of his late grandparents. Unfortunately, in January of 1920, the house and

barn caught fire from hot ashes dumped into a wooden barrel, and burned to the ground. Most of the seventy-year accumulation of furnishings and memorabilia went up in smoke, including all but three of the boats which were still outside. Jack stood the loss and the three undamaged boats were moved back to his barn on the Yarmouth mainland. Alfred went south to visit relatives in Florida.

For many years in the late 1920's I used to climb up into Jack's barn loft to admire the two 16'x4' Whitehalls, and daydream about my favorite, a 14'x4-1/2' boat fitted with a centerboard and sail. They were all sold sixty years ago for \$35 each.

So ended an era of messing about in boats for work and play in my family.

David Hopkinson, Portland, ME



**LOON  
SEA-KAYAKS**  
Beautiful,  
Wood-core,  
Fiberglass, Epoxy. Info:  
Bx 253, Smallpt. Rd., Seb-  
asco, ME 04565 389-1565

MAINE WINDJAMMER CRUISES



**ENJOY 3- OR 6-DAY CRUISES**  
**Sail the Original Schooner Fleet**

Trips depart Mondays and Fridays  
Rates from \$275 to \$545 per person  
Capt. Ray & Ann Williamson

For information and reservations:  
BOX 617 MB CAMDEN, MAINE 04843  
207-236-2938 800-736-7981

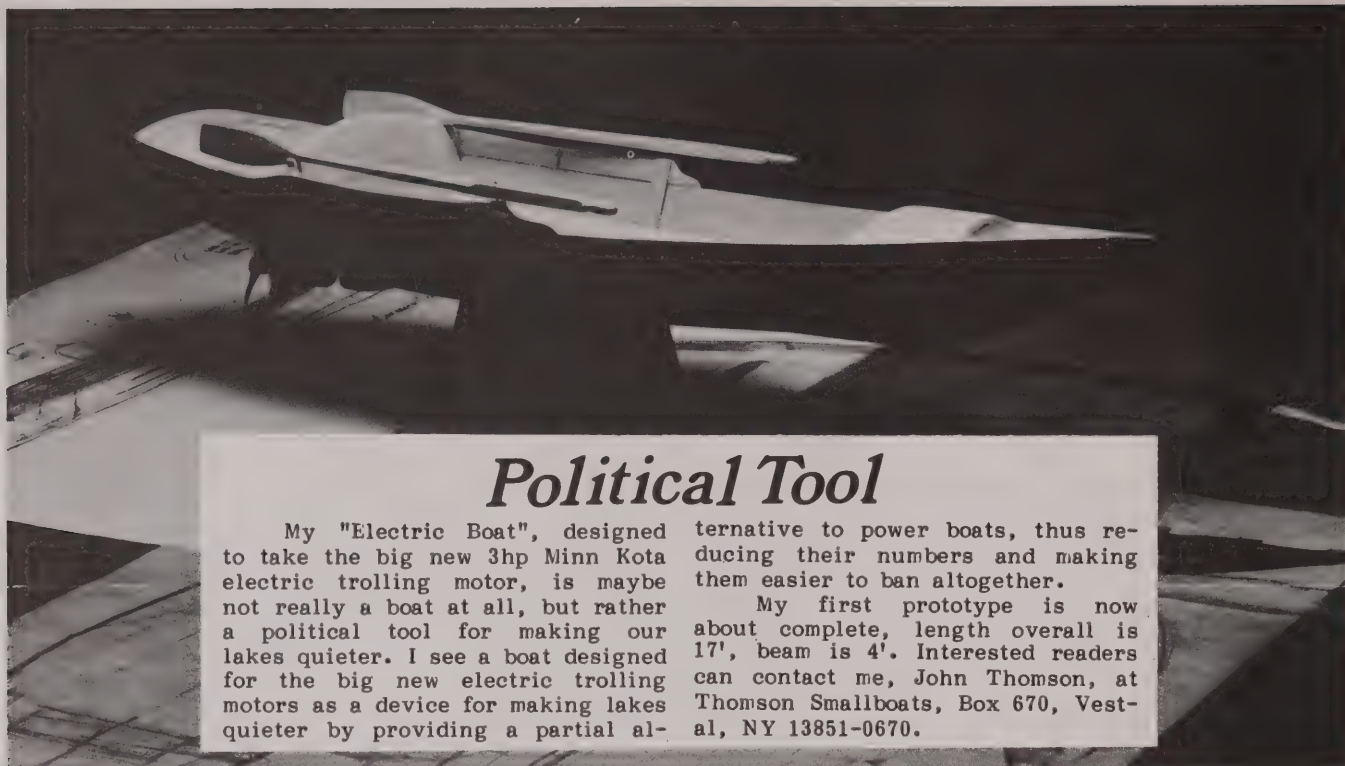
## JESSAMYN ROSE

Sea Kayaking, Sail Training, Charters



Capt. Stephen Olson • 13½ Pearl St. • Belfast, ME 04915 • 207/338-4652



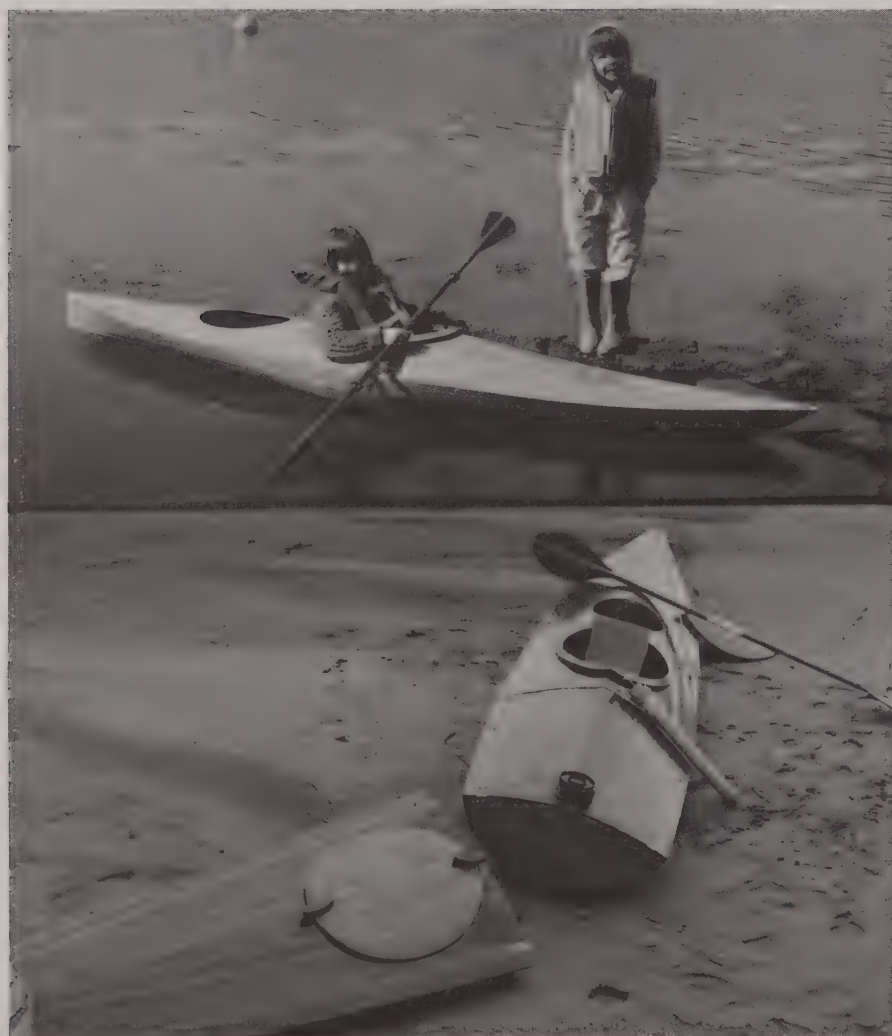


## Political Tool

My "Electric Boat", designed to take the big new 3hp Minn Kota electric trolling motor, is maybe not really a boat at all, but rather a political tool for making our lakes quieter. I see a boat designed for the big new electric trolling motors as a device for making lakes quieter by providing a partial al-

ternative to power boats, thus reducing their numbers and making them easier to ban altogether.

My first prototype is now about complete, length overall is 17', beam is 4'. Interested readers can contact me, John Thomson, at Thomson Smallboats, Box 670, Vestal, NY 13851-0670.



## Latest from Loon

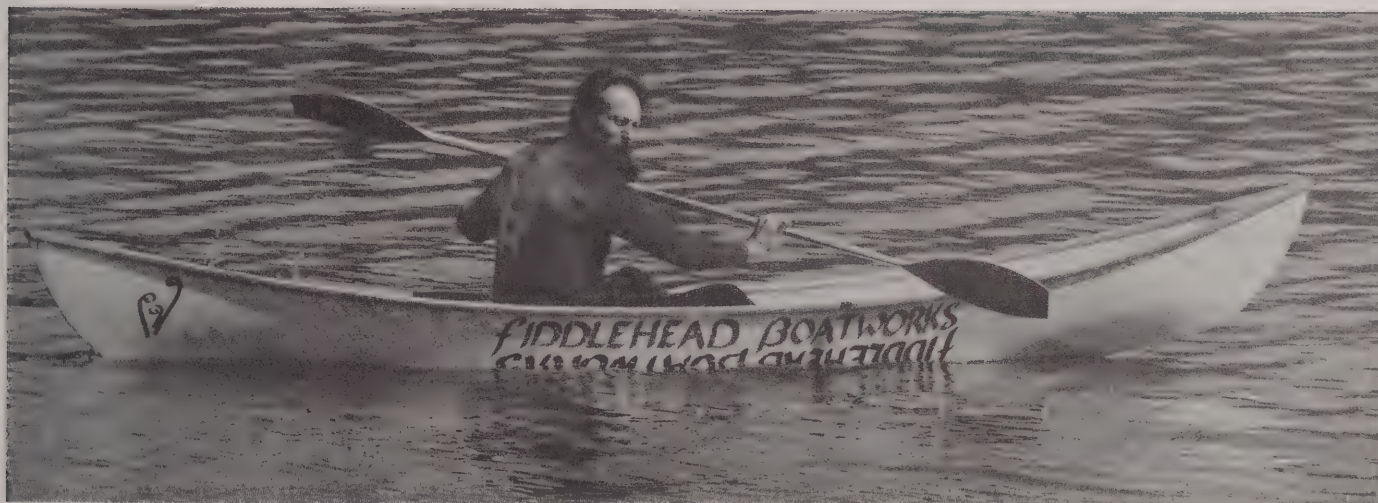
There are some recent developments in my shop that might interest your readers. One R&D project is offering on any model of Loon Kayak I build a below-the-waterline coating of graphite and epoxy to cut down on the scratching which is a problem on a "bright" finish hull. Another is a rudder system that will soon be available for any model.

A new model I have developed is my "Baby Loon", a light and stable kid's kayak. It is flat bottomed with a slightly rockered keel. Length is 9'10", beam is 23", weight is 20 pounds. Bulkheaded storage aft is 2.1 cubic feet, forward it is 1.5 cubic feet. The maximum comfortable displacement is 125 to 150 pounds.

I can now provide any Loon Kayak in a sectional version, dividing into three or four sections. The sections are held together with aluminum or stainless steel bars with external nuts and bolts for attachment. Each section is independently watertight and there are no through hull fasteners. The kayak skin is used to take up the fastening stresses, rather than the relatively weaker bulkheads.

Anyone interested can contact me, Chip Chandler, for further information, at Loon Kayaks, Box 253, Sebasco Estates, ME 04565-9519, (207) 389-1565.





## A Nifty Stitch & Glue

This winter we began a small production run of a 13-1/2' double-paddle canoe, a Glen L design called the "Rob Roy". It's a nifty little stitch and glue design that turned out surprisingly graceful and lithe. We call ours the "Solo". We've cleaned up the interior construction a bit to permit multiple seating options and use of a drop-in sliding seat rowing rig. When the first one was ready, the local water temperature of 35 degrees discouraged any ideas of an immediate trial outing.

But on April 19th at 1530 hours, under clear skies, with a 15-25 mph wind from the S-SW, I was persuaded to ignore the still 35 degree water temperature on the west shore of Lake Morey in Fairlee, Vermont. As I put in Fiddlehead Boat Works Hull #1, no other


boats were in sight on the whole lake. A fifteen minute paddle straight into the wind brought us to the other side, where a brief landing stop was made for a back-rest adjustment, and then back out. Wind now at my back, I ship the paddle 200' from shore and coast on in.

This lake is home to a hundred high-speed powerboats and multiple smaller outboards in summertime. How nice it was this day to bob around out there with no wakes to deal with. Lean back, stare at the mountains to the north, open up the wetsuit and let the sun shine on my belly. It's been a long time since the Autumnal Equinox! Seven degrees or so of sun later, we're back on the roof rack, the lake now colorless in shadow.

Home-heading tradesmen cruising by in their pickup trucks, windows open and heaters blasting, stare at my little boat and wet suit, and then wave. Summer is a comin' in!

Mike Collins, Fiddlehead Boat Works, Rt. 1 Box 1060, Bradford, VT 05033, (802) 222-5583.

**HARDKNOCKS CANOE SHOP**  
cedar canoes



construction • repairs • recanvassing  
BRENDAN CURTAN, HOPE, MAINE 04847 • 207-763-3074

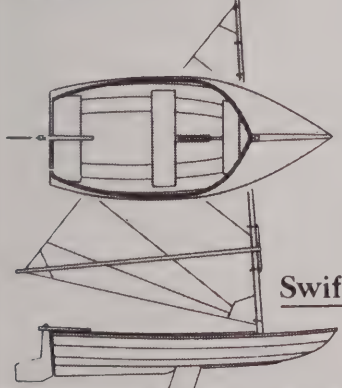
**BLUE HERON KAYAKS**



"Let us help you select the right kayak."  
Gillies, Mariner, Northwest, West Side Boats  
Paddles & Accessories  
Hours by Appointment  
Lyme, CT 06371-3301  
203-434-7835



ALDEN OCEAN SHELL  
APPLEDORE POD  
MAAS AERO, 24, DRAGONFLY  
TRINKA 8 & 10 DINGHIES  
SUNFISH & LASER  
DIRIGO SEA KAYAKS  
THULE RACKS  
ROWING INSTRUCTION  
55 SPICER AVE., NOANK, CT 06340  
• (203) 536-6930 •




**SWIFTLY**

Modern wooden boats  
for rowing and sailing  
Ask for details  
on our new 19'


LENGTH: 12'0"  
WEIGHT: 105 Lbs.  
KIT: \$800  
FINISHED: \$1,700  
CATALOG: \$2.00

R.R. 2 Box 289-C St. Albans, VT 05478 (802) 524-9645

**The NOBSKA**  
is looking  
for a few  
good friends



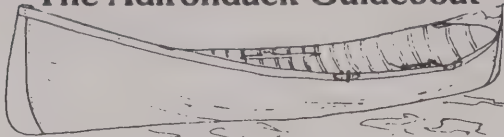
She is the only surviving tall stack coastal steamer on the east coast of North America. Help ensure that she will steam again, for present and future generations.  
For info write F.O.N., P.O. Box J-4097,  
New Bedford, MA 02741  
If your organization would like to see our slide presentation "Grand New England Lady", call 401-434-6274.



**FRIENDS OF NOBSKA**



## The Adirondack Guideboat

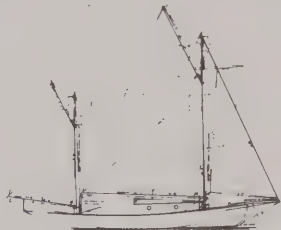


We have the largest selection of new Guide-boats and historically correct accessories available from one source. With ten models in lengths of 12', 14' and 16', construction materials range from traditionally built wood, to the state of the art, bi-axial Kevlar layups. The beauty, speed and open water capabilities of these boats have been exactly reproduced from originals. The camp owner, explorer, fisherman and fitness buff will appreciate the many capabilities that these traditional designs offer. Many of our boats have unique construction, and all are competitively priced. For free information or video contact:

### Indian Point Guideboat Company

732 Midland Avenue  
Midland, PA 15059  
412 643/5457

## Hadden & Stevens Boatbuilders



Specialists in Wooden Boat Construction & Repair

65 Main St., Topsham, Maine 04086 (207)729-7402/443-3533

## CLASSIC CRUISING BOATS

13' to 20'



### Modern Lightweight Wood Construction

- Double Paddle Canoes
- Decked Sailing Canoes
- Canoe Yawls



Specs \$2.00  
William Clements  
Boat Builder  
P.O. Box 87W  
18 Mt Pleasant St.,  
No Billerica, MA 01862  
(508) 663-3103

## Builders & Restorers

### 10'6" ~ 20 lbs.

If the concept of a 10'6", 20 pound classic double paddle cruising canoe appeals to you as it did to Nessmuk back in the 1800's, send for free info and sample copy of my newsletter.

### Feather Canoes

3080 N. WASHINGTON BLVD.  
SARASOTA, FL 34234  
(813) 953-7660



Replica Kushton and St. Lawrence Skiffs

## NORTH RIVER BOATWORKS

6-M Elm St., Albany, New York 12202 518-434-4414

Information \$2.00

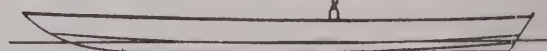


### TRADITIONALLY BUILT SMALL CRAFT

SKIFFS, DORIES, YACHT TENDERS - SAIL, OAR, MOTOR

HONEST BOATS AT HONEST PRICES

ALSO "TORPEDO" PLYWOOD RECREATIONAL SHELL



STUDY PRINT \$3

PLANS \$25

CALL OR WRITE ABOUT YOUR NEXT WOODEN BOAT

ROB BARKER P.O. BOX 10, MONTAGUE, MA 01351 PH. (413) 367-2424





## Crawford Boat Building

317-837-3666

P.O. Box 430 Humarock, MA 02047

## "Imagine..."

...owning a boat that turns heads and receives genuine compliments wherever you go. She is simple to rig, fast and exhilarating to sail, yet seaworthy and amazingly stable. She's so well-mannered that a novice will quickly learn to trust her and an expert will recognize and enjoy her potential. She loves a breeze. 15 knots is a picnic! And, oh yes, she's a delight under oars. Structural fiberglass work, generous teak woodwork, bronze hardware, and finish details are examples of how good a boat can be if the builder truly cares.

The original drawings appeared in Chappelle's "American Small Sailing Craft", dated 1888. Times have changed but the sea has not. Over a century later, the MELONSEED SKIFF is finding its way back into the hearts of boaters who appreciate quality, performance and tradition.

Boats are often dreams not yet fulfilled, and they both come in all sizes. We all can't afford a big boat, but we can have a good boat. Read about the MELONSEED SKIFF and dream about how good it might be. We honestly assure you that, quite simply, it is that good...and perhaps better!"



## Seaport's Boston Boat Shop

Pier 3

Charlestown Navy Yard  
Boston, MA  
617-242-1475

### SPECIALIZING IN:

Wooden boat construction and repair  
Custom skiffs built to order  
Restoration work  
Custom interior joinery work  
Spar varnishing  
Exterior finishing

Dock space available for some jobs

### Boatbuilding and lofting classes

Visitors are welcome to observe our current projects, we are two piers over from the U.S.S. Constitution

New England Historic Seaport  
Building 10, Charlestown Navy Yard  
Boston MA 02129 / 617-242-1414

WILL BUILD ON COMMISSION:  
Sailing dories, daysailers or cruising boats to 30' LOA, built to your requirements. All of superior construction in wood at reasonable price. THE LANDING BOATSHOP, PO Box 1490, Kennebunkport, ME 04046. 207-985-7976.

### Wood/Canvas Canoes

Restored/Recanvased

Bought/Sold

Mike Huston

Phila. PA

1-215-342-8705

## Woodstrip Watercraft



CANOES,  
KAYAKS &

SMALL BOATS

Built in modern wood construction. Also Accessories, Supplies, Restoration & Repair, Custom Designs.

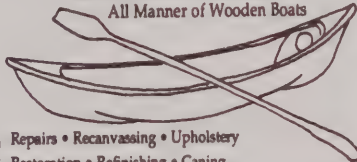
AL BRATTON

P.O. Box 1140  
Lansdale, PA 19446

Builder  
215-234-0680

## Fiddlehead Boatworks

Stock & Custom Construction of  
All Manner of Wooden Boats



Repairs • Recanvassing • Upholstery  
Restoration • Refinishing • Caning

Mike Collins & Jennifer Schaafsma  
Rt. 1, Box 1060, Bradford, VT 05603  
802-222-5583

## Repair & Restoration

Of Wooden Boats

Custom Built Traditional Wooden Boats

## HUMPHREY BOAT WORKS

45 AUCOOT RD. MATTAPOISETT, MA  
(508) 758-6234

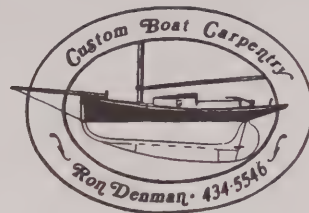
CONTINUING THE EVOLUTION OF...  
(EVER SINCE 1979)



ELEGANT LITTLE YACHTS  
IN WOOD AND GLASS  
-AND ALL THAT GOES WITH THEM-



STEVE KAULBACK CHARLOTTE, VT 05445  
802 425-3926



## Specializing in Antique & Classic Boats

Painting/Varnishing

Rub Rails/Decks

Transoms/Interiors

Refastening

Frames/Planking

Caulking

Keel Bolts

Free Estimates

Ron Denman

276 Joshuatown Road  
Lyme, Conn.



## The "A Duckah"



At 18' the "A (Awesome) Duckah" leaps far ahead of the Delaware Ducker revival, overcoming the limitations of the smaller boat while retaining, and expanding upon, its virtues.

Available in a range of models from the fully-decked, short-rigged expedition boat, to the keen family daysailer, and on to the no-holds-barred, whooping and hollering, flat-out racer. Bare hull, kit, or yacht finish.

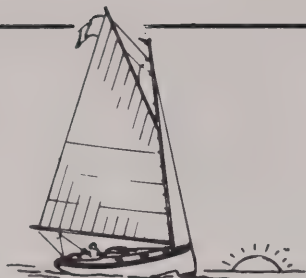
Do, by all means, inform yourself on the merits of this safe, sturdy, beautiful and fast craft. Write or phone up.

THAYER & COMPANY

2106 Atlee Rd, Mechanicsville, VA 23111

804-748-0674





### BUILD YOUR OWN CAPE COD CATBOAT

Send \$3 for new 3rd edition of the CATBOAT DESIGN BOOK-LET describing designs for 11'-29' catboats.

**CHARLES W. WITTHOLZ**  
100 WILLIAMSBURG DR  
SILVER SPRING, MD 20901

If you want to build an elegant round bilge kayak or recreational rowing shell from just two 8'x4' sheets of plywood without first making a mold, you have no choice. There is only one answer:

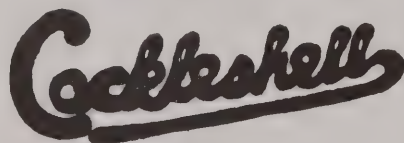
DK DESIGNS from DENNIS DAVIS  
The Flat, Himbleton Manor, Droitwich,  
WR9 7LE, ENGLAND  
\$2 will bring you an illustrated leaflet by return.

### Capt. Pete Culler's Plans

GEORGE B. KELLEY  
20 LOOKOUT LANE  
HYANNIS, MASS 02601  
TEL. (508) 775-2679

One hundred and one traditional designs from a 9-foot pram to a 125-foot Tern schooner. Send \$1 for price list.

### YOU CAN BUILD



10'. 28 LB. PERSONAL KAYAK

Two-page information flyer on request.

BOATS  
29 Burley St., Wenham, MA 01984

## Plans

### RAVEN'S WING WATERCRAFT

BUILD YOUR OWN PLYWOOD GREENLAND STYLE SEA KAYAK. PLANS, PATTERN, MANUAL, \$40. KITS & BOATS AVAILABLE  
RR 3 BOX 836, WISCASSET, ME 04578  
(207) 443-6677

### QUALITY DESIGNS IN TAPED - SEAM PLYWOOD BY TRACY O'BRIEN



CATALOG \$3 PPD  
HEADWATER BOATS  
156 BUNKER CREEK RD.  
CHEHALIS, WA 98532



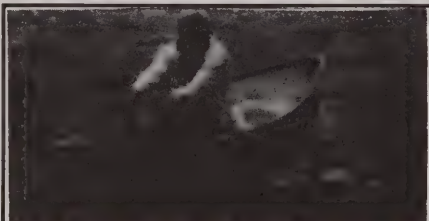
### PICUP PRAM

11' x 4.5' OA 6.5' x 4' COCKPIT  
100# EMPTY - 490# LOADED  
12 CU. FT. STORAGE/BUOYANCY  
TAPED SEAM MULTICHINE

\$1 INFO - \$20 PLANS

JIM MICHALAK

118 E. RANDALL LEBANON, IL 62254



### DORITA



DESIGNER'S  
BOAT PLANS

Build this 11'6" dory from two 4x8 plywood sheets. Plans & instructions, plus catalog of six designs, \$15 plus \$1 postage. Catalog alone \$5 (refundable with plans purchase).

126 Turner Street  
Beaufort, NC 28516  
(919) 728-6544

### COMMON SENSE DESIGNS

YOU CAN BUILD A BETTER  
BOAT THAN YOU CAN BUY!

### Build Birdwatcher

BIRDWATCHER, the boat for those who have vowed to tread lightly on the earth. A family boat for the canoeist and kayaker. Join the revolution to

COMMON SENSE.



PLEASE SEND ME:

- ☐ Birdwatcher plans for \$50.  
☐ Study packet for Birdwatcher and 12 other COMMON SENSE DESIGNS, \$5.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

### COMMON SENSE DESIGNS

P.O. Box 91429, Portland, OR 97291



### Boat

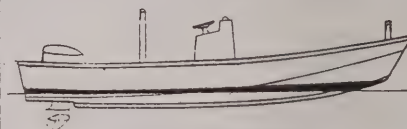
### Plans & Kits

- Full size patterns
  - Instruction manual
  - Design portfolio
- send \$1.00



### MONFORT ASSOCIATES

RFD 2 Box 416 • Wiscasset, Maine 04578



### 19' Garvey Workboat

Just one of the designs in our catalog of stock plans (\$2).

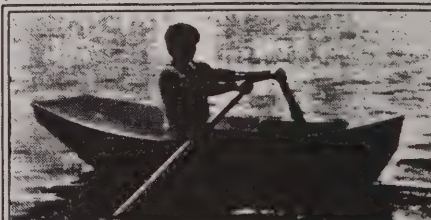
8'-20' Sail, Row, Power, Paddle

Modern plywood or cold-molded construction.

Custom Designing at Reasonable Rates.

Robert W. Stephens Wooden Boats

23 Vining Street, Lisbon Falls, ME 04252 (207) 353-9616



### NYPH: 7'9"x 3'6" Tack & Tape "Witch" Craft

Just eight hours in your shop can flesh out this dynamically rounded hull that Phil Bolger engineered into Nymph's five flat plywood panels. Quick and responsive under sail or oars, easy to cartop, and the most boat at the lowest investment of labor and materials.

PLEASE SEND ME: ☐ Complete construction plans and instructions for \$25.00 ☐ Study plan packet for Nymph and 24 other easy-to-build Instant Boats for \$3.00

BOOKS: ☐ Instant Boats, \$15.00 ☐ Build the New Instant Boat, \$19.95 ☐ Go Build Your Own Boat, \$20.00 ☐ Build the Instant Catboat, \$9.95 ☐ How to Build the Gloucester Light Dory, \$5.95 ☐ Keeping a Cutting Edge: Saw Filing, \$7.95 Add \$1.00 S&H

Name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

### Harold H. Payson & Co.

Dept. MB, Pleasant Beach Road • South Thomaston, ME  
04858 • 207-594-7587

## WESTON FARMER

### BUILDING PLANS & ARTICLE REPRINTS

BUILD A WESTON FARMER CLASSIC DESIGN. 15 plans available for the amateur boatbuilder from 10' launch IRREDUCIBLE to famous 32' blue-water ketch TAHITIANA. Send \$2 for catalog defining specs, plans, contents, prices, etc.

READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include lines drawings, offsets, etc. that you can use. Send \$2 for catalog listing.

### WESTON FARMER ASSOCIATES

18970 AZURE ROAD WAYZATA, MINNESOTA 55391

612-473-2360



**HARBOR**  
FINE WOOD PRODUCTS SINCE 1931

## America's Marine Plywood Center

- Teak, Okoume, Sapele, Fir, Lauan, plus dozens of other specialty woods
- Giant-size scarfed panels
- Large stocks available
- Special freight allowances
- Order direct from anywhere in U.S.—call toll free:

**1-800-345-1712**

**The Harbor Sales Company, Inc.**  
1400 Russell Street  
Baltimore, MD 21230



## CUT COPPER CLENCH NAILS

We have the old Atlas Co. machines. Pure hard drawn copper. Just the thing for lapstrake canoes, skiffs, dories. 3 diameters, 1/16", 3/32", 1/8". 10 sizes, 3/4"-1 1/4". Prices: \$7.50-\$10/lb. Send \$1 for sample packet. **STRAWBERRY BANKE, INC.**

P.O. BOX 300 MB PORTSMOUTH, NH 03801

## SMITH & CO.

5100 Channel Avenue  
(Foot of So. 51st St., near the Bay)  
Richmond, CA 94804  
415-237-6842

We are the original developers and manufacturers of Clear Penetrating Epoxy Sealer. No other product so effectively consolidates, restores and stabilizes old, weathered or deteriorated wood.

If you want to double or triple the life expectancy of a top-quality varnish, use Clear Penetrating Epoxy Sealer on the wood first. The epoxy film glues down the varnish while the ultraviolet absorbers in the varnish protect the epoxy.

We handle only the best polysulfide rubber caulking and bedding compounds, the two-component type. If you want the interior of your wood boat to be completely dry and all the seams water-tight, ask for our application notes on wooden boats to learn how it's done.

We are chemists. We know what we are selling.

Come to the source.

- ★ Clear Penetrating Epoxy Sealer
- ★ Epoxy Adhesives
- ★ Two-Component Polysulfide
- ★ Polyurethane Paint
- ★ Anti-Fouling Paint

Custom Formulated Chemicals  
for Today's Problem Solving

**NEW! TOLL FREE  
PHONE NUMBER!**  
800-234-0330

## SMITH & CO.

5100 Channel Avenue  
(Foot of So. 51st St., near the Bay)  
Richmond, CA 94804  
415-237-6842

## Materials & Supplies



Orr's Island Boat Works  
AUTHORIZED  
DEALER  
9-170 HP DIESELS

FULL PARTS INVENTORY  
EXPERT TECHNICAL ASSISTANCE  
Rt. 24, Box 731 Orr's Island, ME 04066  
1-(800)-339-6777 • (207) 833-5852  
(Maine Only)



## Mast Hoops

Mast Hoop Fasteners •  
Sail Hanks • Parrel Beads  
• Wood Cleats • Wood  
Shell Blocks • Deadeyes  
• Belaying Pins •  
Bullseyes • Custom Bronze  
Hardware

**Pert Lowell Co., Inc.**

Lane's End  
Newbury, MA 01950  
(508) 462-7409

Custom woodwork and mast hoops  
extensively installed on sailboats

## GAMBELL & HUNTER SAILMAKERS

Cotton and Dacron Sails  
STANDING AND RUNNING RIGGING

**(207) 236-3561**

16 Limerock Street, Camden,  
Maine 04843

## VOLVO PENTA

Orr's Island Boat Works

9, 18, 28 and 43 HP Diesel Engines  
Smaller Size, Less Weight  
Complete Package Including Reverse Gear  
Old Volvo Diesels Rebuilt

Rt. 24, Box 731 Orr's Island, ME 04066  
1-(800) 339-6777 (207) 833-5852  
Maine only

## CANOE HARDWARE

1/2", 11/16", 7/8" Canoe  
Tacks, 3/8" Oval Brass Stem  
Bands, Clinching Irons, 3/16"  
Bronze Carriage Bolts, Canoe  
Plans, Clear White Cedar.  
Price List Available.

**NORTHWOODS CANOE SHOP**  
RFD #3, Box 118-2A  
Dover-Foxcroft, ME 04426

## POLYESTER RESIN (With Catalyst)

Finest Quality-Always Fresh

5 Gal. Pail 1 Gal. 4 or more 20 or more 4 pails or more  
\$70.00 ea. \$15.50 ea. \$14.50 ea. \$14.00 ea. \$67.50 ea.

## FIBERGLASS - WIDE SELECTION BY THE YARD OR ROLL - FOR EXAMPLE:

Mat 1-1/2 oz. 38" \$2/yd • Roving 24 oz 38": \$3/yd • Cloth 10 oz 38" \$4.05/yd

SILICON BRONZE WOOD SCREWS — MANY SIZES FROM 3/4x8 AT \$4.80 TO  
3x16 AT \$40.50. ALSO STAINLESS STEEL FASTENERS AND BRONZE RING NAILS

**GLOUCESTER PAINTS** — THE COMPLETE LINE AT 40% & 50% OFF LIST PRICE  
SYSTEM THREE EPOXY RESINS

## MERTON'S FIBERGLASS SUPPLY

P.O. Box 399 - East Longmeadow, MA 01028

**Tel. (413) 736-0348 To Order Call Toll Free 1-800-333-0314**  
CALL OR WRITE FOR FREE PRICE LIST - WE SHIP U.P.S. ANYWHERE IN USA.



**COD**

## THE SOURCE FOR:

**WEST  
SYSTEM**

**AWLGRIP**

**EPIFANES**  
YACHT FINISHES

**HARKEN**

**Schaefer**

**3M**

**Nicro Fico**



OUTSIDE RI  
800-343-9350  
IN RI  
401-846-8170

**FAX 401-847-4215**

We accept these credit cards



58 VAN ZANDT AVE.  
NEWPORT, RI 02840

**JT's  
SHIP  
CHANDLERY**  
Established 1907





# Classified Marketplace

TIME-LIFE "SEAFARER" SERIES. Nicely bound 20 volume set, retails for \$19 per volume or \$380 for the set. Mint, unused condition, \$150, shipping extra.

RALPH NOTARISTEFANO, Northport, NY, (516) 757-3087. (5)

21' POINTER CUDDY CABIN, 1989. 90 HP Tohatsu (35 hrs.) Bottom damaged in fall storm. Bilge pump, compass, depth and speedo, VHF, Navy top. Windshield w/wipers. \$25.00 cost. Excellent opportunity for handyman repair. Sacrifice \$12,500. New Calkins trailer too, \$1,500.

ANN WELLS, Rowayton, CT, (203) 85-9750 anytime. (5)

22' CLASSIC B&S WHITEHALL SAILBOAT, 1986. Fiberglass centerboarder, like new. Sails, 8 hp Sailmaster, trailer, more. Asking \$9,500.

PHILIP LEASURE, Gardner, MA, (508) 630-2195. (7)

14' ZODIAC INFLATABLE BOAT, wood floor, 9-1/2 hp Evinrude, windshield, oars, pump, etc. \$1,950 firm.

STEVE BLAZEJEWSKI, Adams, MA, (413) 743-5900. (5)

17' OLD TOWN "OTCA", wood/fiberglass canoe, 5 years old, head-turner. List \$2,400, steal it for \$1,600.

STEVE BLAZEJEWSKI, Adams, MA, (413) 743-5900. (5)

16' BOSTON CRUISER SEA KAYAK, fast, stable day cruiser, kevlar, light. Shipping damage. List \$1,400, easy fix at \$850.

STEVE BLAZEJEWSKI, Adams, MA, (413) 743-5900. (5)

1989 DOVEKIE, on trailer, fully optioned, Midnight blue with tan-bark sail. Used only three weeks in fresh water. \$11,500.

D. DAVIGNON, Edey & Duff, Mattapoisett, MA, (508) 758-2743. (3)

WANTED. "A Dream of Islands" by Philip Teece. Published in 1987 by Orca Marine Publishers, Victoria, B.C.

DICK SMITH, 10213 Rounding Run, Richmond, VA 23233, (804) 741-2171. (4)

26' LUDERS L-16. 1946 hot molded mahogany hull, spruce mast. New decks, cabin top, seats, teak cockpit sole. 90% restored. Includes main, genoa jib, spinnaker, anchor and all hardware. \$2,000 or B.O.

EDWARD FISETTE, Holyoke, MA, (413) 533-1149. (4)

28

SAILBOATS, YOUR CHOICE. 12', 14', 16', each with galvanized trailer, \$1,995. 16' Compac, 4hp Johnson, trailer needs work, \$3,000.

FERNALD'S, Rt. 1A, Newbury, MA, (508) 465-0312. (5)

21' SEA PEARL, 1986. Excellent day sailer and beach camper. Convertible cabin, full reefing sails, water ballast tanks, galvanized trailer with bearing buddies and submersible lights, 2-1/2 hp Nissan outboard new in 1989.

WAYNE ESSEL, E. Granby, CT, (203) 285-5095 days. (5)

ROWING SHELL REPAIR & RESTORATION. Full service facility for racing and recreational boats, singles through eights, wood or fiberglass. Estimates on request, pick up and delivery.

HUNT DOWSE, Old Antrim Rd., Hancock, NH 03449, (603) 525-4069. (4)

SKILLED WOODEN BOAT REPAIRS. If you're looking for someone affordable to do professional repairs or restoration on your small wooden boat, call us. We've been building and repairing boats since 1933.

PERT LOWELL CO., Lanes End, Newbury, MA 01951, (508) 462-7409. (TF)

SOLSTICE SS SEA KAYAK, \$1,200.

DAVID SCHURMAN, Reading, MA, (617) 944-0304. (5)

TRADE OR SELL. One-cylinder Briggs & Stratton marine engine (built 1930's) originally from small centerboard day sailer built in Boston area. Engine Type No. 25357, Model AMT, Serial No. 38503. With belt clutch, shaft, prop, and exhaust pipe.

PETER FUCHS, Washington, DC, (202) 362-8348. (5)

CROCKER 20 SLOOP, Main, jib, genoa, spinnaker, cradle and dinghy. Excellent shape. \$1,800. MARK MC GUIRE, Manchester, MA, (508) 526-4363. (5)

16-1/2' TOWN CLASS SLOOP, 1950's vintage lapstrake wooden daysailer. Needs a lot of cosmetic attention, particularly to its mahogany planked deck, and some minor hull repairs, although it can be sailed as is if you don't mind the appearance and some leaks. Complete boat with good rig and so-so sails (main and jib). Reduced to \$950 to see if someone will get it into the water.

BOB HICKS, Wenham, MA, (508) 774-0906 after 6 p.m. best. (4)

REDUCED SUMMER RATES. Sail beautiful warm Florida Bay in our 25' and 34' leeboard sharpies. Nicely equipped bareboat charters. Fabulous waters, secluded cruising. KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TF)

ADIRONDACK GUIDEBOATS. The largest selection of guide boats and historically correct accessories available from one source. Ten models, paddles, oars, yokes, seats and hardware. Free information and video available.

INDIAN POINT GUIDEBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457. (TF)

NOVA SCOTIA HARBOR FRONTAGE. 25 acres, 200' of deepwater frontage, wood lot, well, run-down house, 20'x40' shop/garage. In lovely Isaacs Harbor Village. Protected harbor, public wharf, islands, views, rugged coast, shipwrecks, fishing, wonderful sailing. Offered at \$20,000 U.S.

JOHN OWEN, Box 13, Salem, NY 12865, (518) 854-3803. (TF)

15' WHITEHALL, wooden lapstrake cedar on oak. Designed by Bob Baker and built at Baker Boat Works. A handsome pulling boat which never fails to elicit admiring comments. Spritsail rig, centerboard, custom trailer. \$3,200. TONY MILLHAM, Westport, MA, (508) 636-5437. (5)

23' TRUE ROCKET SLOOP. Hull only, construction halted. Mahogany on oak. Needs deck, cockpit, etc. Probably the last of the line. Could be finished by a skilled amateur; a professional builder is available for hire for consultation or completion. As is, \$1,600/B.O.

BOB TUFFLEY, 54 Riverview, Gloucester, MA 01930, (508) 283-2615 eves. (5)

DEEP WATER FRONTAGE SOLAR HEATED HOME, with private wharf. Located in Goldboro, Nova Scotia on approximately seven acres. Eight years old, three bedrooms, two baths, attached greenhouse. HANS POLSTRA, RR2, Schubencadie, NS, Canada B0N 2H0, (902) 758-2748. (5)

CLASSIC 26' WOODEN MONOMOY, excellent mechanical condition. Universal Atomic 4 rebuilt engine. \$5,500.

CUSTOM HOUSE MARITIME MUSEUM, Newburyport, MA, (508) 462-8681 or Wally at (508) 465-3022. (4p)



PIANKATANK RIVER, VIRGINIA. 65x160 lot for sale in subdivision on one of Virginia's nicest rivers. Not suitable for dwelling due to tightened regulations but would be perfect for boat storage building. Includes access to private concrete boat ramp, pier, beach. Two miles to canoeing in the unspoiled Dragon Run or ten miles to Chesapeake Bay. \$2,500 or best offer. S. RICHARDSON, Richmond, VA, (804) 320-9799. (5)

19' O'DAY MARINER keel sloop. Two mainsails, two jibs, boom tent, 6hp Evinrude O.B., bow rail, running lights, life jackets and lots more. \$2,000. Delivery possible. HAROLD ROSE, Wantagh, NY, (516) 785-0461. (5)

CAMP FOR RENT. Spend your 4th of July in Vermont. Modern two-bedroom camp on Lake Bomoseen in Castleton, VT, available one week only, June 30-July 7. Huge screened-in porch offering view of lake, plus pleasant eating and sleeping. 180' frontage on lake with dock. Maximum 6/\$500. LEE HOUGHTON, Wallingford, VT, (802) 446-2833. (4)



18' WILLIAM ATKIN POCKET CRUISER, Classic "Bluebird" sloop, 6'10" beam, full keel 2'0" draft (no centerboard). Cruising accommodations for two, fully equipped for cruising. Cedar on oak, canvas on pine decks. Built in 1951, rebuilt in 1980. Palmer "Baby Huskie" single-cylinder 6hp inboard rebuilt 1985. Custom canvas winter cover and frame. Flatbed trailer and cradle. Cruising in southern New England this summer but available immediately. Asking \$4,500. PETER KEYES, Ossining, NY, (914) 762-5313. (4)

WANTED. Sailing rig for Folbot, all equipment included, in seaworthy condition. EILEEN DOBB, Manchester, CT, (203) 647-9002. (4)

BOAT BOOK SEARCH. Free service, out-of-print, elusive, antiquarian books and ephemera, old boat tool catalogs and manuals, advertising, old photographs, located for you. I don't give up. Send titles, interests, SASE. ENTROPY, P.O. Box 138, Marblehead, MA 01945. (4)



SAIL THE VIRGINS. Beautiful, fast, sea-kindly, reasonable, Gallant 53' ketch "Zulu Warrior". Chartering in the Virgins 17 years. MARTA WILMERDING-MACFARLAND, 12 Statesman Terr., Marshfield, MA 02050, (617) 837-6505. (TF)

AUGUST WORKSHOPS FOR SAILORS & WOODEN BOAT LOVERS! Sailing, boatbuilding, creative carving, woodworking and more for young people and adults. Free brochure The Rockport Apprenticeship, P.O. Box 539S, Rockport, ME 04856, (207) 236-6071. (4p)

POWER DORY BLUEPRINTS. Set of real blueprints from 1920's for "Rudder's" 18'x6' power dory "Cod", designed by Fred Goeller. Rounded sides and narrow, flat bottom like a Swampscott. Substantial skeg, seven strakes each side. Steam bent U-shaped cockpit coaming. Short fore and aft decks. Decking of narrow strips follows gunwale curve. U-shaped seat along sides and across stern. Outboard rudder. 1-cyl., 2-cycle engine on plans looks like about 3 to 5 h.p. Experienced boatbuilder could produce a classic from these plans. 3 large, 3 small sheets. Acadia engine catalog included. First \$50 takes them. BOB WHITTIER, Box T, Duxbury, MA 02331. (4)

KEY LARGO COTTAGE, studio type, sunny, warm, enjoy waterfront, tropical foliage. Rent includes 16' daysailer and windsurfer. \$365 per week.

SHOAL WATER CRUISES, Key Largo, FL, (305) 451-0083. (TF)

"THE CARIBBEAN ON \$5 A DAY. A Sea Gypsy Handbook for Living in Paradise" by Fritz Seyfarth. The sailboat as an island retreat. The secret is simplicity afloat, using the boat like the olden times gypsies who roamed the countryside in their wagons, self-contained life support modules, making a living by their hands and wits. Quality softcover, \$8.25 postpaid. SPANISH MAIN PRESS, Red Hook Plaza, Suite 237, St. Thomas, VI 00802. (TF)



25' BOLGER BLACK SKIMMER, ultra-shoal (10" with leeboards raised) cat yawl. Marine mahogany/West with fiberglass bottom and cockpit. Boat professionally refurbished and maintained. New sails in '85, sailcover in '88. Stored indoors on custom trailer. One of Bolger's best, in great shape. Paint the bottom, launch and enjoy. Sleeps two. Over \$24,000 invested, yours for \$6,500 or best offer. New boat coming.

STAN GRAYSON, 14 South St., Marblehead, MA 01945, (617) 639-0597. (4)

ABLE 20 POCKET CRUISER, 1976 fiberglass. Seagull OB, 3 sails, compass, knotmeter, V-berth, 2 quarter berths. Heavily rigged. 2'6" draft. \$3,900 for quick sale. Will consider canoe, kayak, rowing boat as part of payment. Located at Shinnecock, L.I. NY. CHAUNCY BANCROFT, Ellsworth, ME, (207) 667-4696. (4)



16' SNIPE, very old #T3023. Complete, with new sails. Hull needs seasonal repair. Trailer included. Asking \$1,250. CHRIS TREMBLAY, Harrisville, NH, (603) 827-3796. (5p)

FORTABLE DWELLING INFO-LETTER: About camping, hiking, bicycling, travelling and living in a tent, camper, trailer, boat, remote cabin, etc. Reader written, frank discussions. Sample \$1. P.O.B. 190-ME, Philomath, OR 97370. TF

NOVA SCOTIA HARBOR FRONTAGE. 25 acres, 200' of deepwater frontage, wood lot, well, run-down house, 20'x40' shop/garage. In lovely village. Protected harbor, public wharf, islands, views, rugged coast, shipwrecks, fishing, wonderful sailing. Offered at \$20,000 U.S. JOHN OWEN, Box 13, Salem, NY 12865, (518) 854-3803. (TF)



CHRYSLER INBOARD PARTS, used manifolds, risers and heat exchanger for 440 Mopar (Chrysler). \$200 or B.O.

HOWIE, Gloucester Yankee Marine, Gloucester, MA, (508) 283-0079. (4)

CL 16' DAYSAILER, popular Wayfarer design daysailer, racer, overnighter, new 1989. Seats six, teak seats and trim, all else fiberglass. Beautiful boat with galvanized trailer. By far the best I've sailed. New cost over \$5,500, sacrifice for \$3,500 or BRO.

R. PATTERSON, Wilton, NH, (603) 654-9687. (4)

GREAT EXERCISE. Traditional fiberglass wherry built for sliding seat rowing, mahogany trim, custom canvas snap-on decks. Length 21', waterline beam 22". \$750, lessons included.

LYDIA GREW, W. Newbury, MA, (508) 363-2906. (4)

20' DOUBLE ENDED SHARPIE, 3/4 decked, 4'6" beam, maximum draft 18", minimum 3", 260 pounds stripped. Wishbone boom cat rig. Story-built 1983, ready to sail. \$500 firm.

PHIL BOLGER, 29 Ferry St., Gloucester, MA 01930 (no phone). (4)

EYECATCHING BOLGER MICRO 16', West over plywood, green hull, green sails, teak deck, teak trim. Flotation, lights, tandem trailer, 8hp Mariner. \$3,750.

MARTIN STEVENS, 325 Stone Mtn. Rd., Black Mtn., NC 28711, (704) 669-8863 home, (704) 669-7745 work. (4)

"QUIET WOMAN", 18' S. Rabl "Picaroon II" cruising sloop (1961). Cedar strip planked, bronze fastened, teak deck, bridge and cockpit. Includes twin settees and large lazarette. Includes square sail with 14' telescopic yardarm, main and club jib. Natural mahogany trunk cabin, outboard bracket, 10' sculling oar. Recently upgraded. \$6,500.

PHIL GAGNON, Camden, ME, (207) 236-3449. (4)

30' WOODEN MOTORSAILER custom designed by Crocker and built by George Chaisson in 1939. Completely rebuilt by boatbuilder James Steele in 1988. 155hp Buick V-6 engine, low fuel consumption. Dacron sails (2). Sleeps 4; galley with icebox and gas stove; head; nice deep cockpit. Wonderful family boat. Has had only three owners. PAUL REAGAN, Orono, ME, (207) 866-4867 daytimes. (4)

10-1/2' WOOD/CANVAS ROWBOAT. Beautifully restored by Rollin Thurlow in 1989 to like-new condition. Nice pair of Shaw & Tenney oars included. \$1,500.

PAUL REAGAN, Orono, ME, (207) 866-4867 daytimes. (4)

25' CAPE DORY SLOOP, 1978. Johnson 9.9 O/B; seven sails; nice teak, VHF, depthmeter, knotmeter, compass, stove, icebox, head with holding tank. Jackstands, canvas cover. \$12,500.

ROBERT PAWLE, Falmouth, ME, (207) 781-2529. (4)

BOSTON SINGLE ROWING SHELL with oars. Excellent shape, unsinkable and indestructible. \$750 or best offer.

M.H. DODD, 17 Hall's Point Rd., Stony Creek, CT 06405, (203) 481-8676 (H), (203) 373-2156 (W). (4)

27' TARTAN SLOOP, 1964. Good condition, full inventory. Located Annapolis. \$7,000.

ROB WHALEN, Baltimore, MD, (301) 685-1842. (4)

18' CHRIS CRAFT SEA SKIFF, 1956. Lapstrake, good condition, includes trailer. Engine needs work. \$900 where is. Delivered anywhere in New England for \$1,200.

BLACK MOUNTAIN BOATWORKS, P.O. Box 448, Brattleboro, VT 05302, (802) 257-9508, leave message. (4)

LOWELL 19 SLOOP, FG, cuddly, head, stove, sleeps two. Two sails, two OB engines both 5.5hp Seagulls (one as spare), wooden spars and cockpit. Tandem trailer plus extras. \$3,800 OBO.

MEL HUBERDEAU, Newburyport, MA, (508) 465-9433. (4)

15' DOLPHIN 15, lightweight (45 lbs) rowing dory in good condition. Great aerobic exerciser. Nice pair of Shaw & Tenney oars included. \$450.

PAUL REAGAN, Orono, ME, (207) 866-4867 daytimes. (4)

17' VINTAGE KAYAK FRAME, 38" beam, huge cockpit. Beautifully built varnished wood rigid structure with floorboards. Looks like something from a '40's era "Popular Mechanics" project article. \$100.

BOB HICKS, Wenham, MA, (508) 774-0906 after 6 p.m. best. (4)

WANTED. A good Rushton canoe. EARLE ROBERTS, 785 Bow Ln., Middletown, CT 06457.

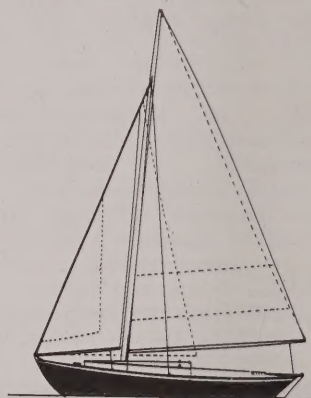
DROP-IN ROWING RIG with 9'9" sculling oars. Rig needs a few parts. \$300 for everything, must pick up in northern Michigan. OWEN CECIL, Box 584, Manistee, MI 49660, (616) 723-3188. (4)

SMALL CRAFT "TYPHOON" recreational rowing shell. Sliding seat, fiberglass, 50 pounds. Excellent condition, includes oars, seat assembly. \$850.

RICHARD LOUD, Gloucester, MA, (508) 283-9253. (4)

23' SEASPRITE SLOOP, 1965 (weekend model) Hull #138, fiberglass, in overall good condition. Original gelcoat in good condition; topsides never painted. New rigging and cushions. All wiring, lights and deck hardware replaced in 1987. Propane seaswing. Main, working jib, 150 and 180 genoas. Winter cover with frame. Ready to go into water. Spec sheet available on request. \$7,500. Also available a new 4hp Johnson Twin outboard and Jamestown dinghy.

PAT LANG & KEVIN CONNER, 96 Davis St., Rehoboth, MA 02769, (508) 252-3895, or Kevin at work, (401) 253-4858. (4)



21'x7'x3' HERRESHOFF MARLIN CLASS SLOOP, "Dervish". Excellent condition. \$6,500 or best offer. GEOFF WARNER, Exeter, RI, (401) 295-1243. (4)

14' LASER SAILBOAT. Great condition, perfect for the kids, learning and racing. Includes two sails and trailer. \$1,100.

WILKIE FLAMAND, Ridgefield, CT, (203) 661-1032 days; (203) 438-5002 eves. & wknds. (4)

13' MANSFIELD CANOE, \$200. PAUL REAGAN, Orono, ME, (207) 866-4867 daytimes. (4)

17' FOLBOT two man sea kayak in good condition. \$300. BILL HOWARD, Southwick, MA, (413) 569-6594. (4)

21-1/2' DRASCOMBE DRIFTER, gunter rigged, shoal draft F.G. yawl, 1979. In very good condition. 9.9. Johnson O.B. Sleeps two in cabin, two in cockpit. Asking \$7,200. DAVE HINSMAN, 67 Algonquin Park Dr., Plattsburgh, NY 12901, (518) 561-7386. (TF)

OLD BOAT PLANS. Copies from "Mechanics Illustrated", "Science & Mechanics", "Sports Afield Annual" and others. Hundreds available. Catalog \$4.

E., G. RAGSDALE, P.O. Box 48N, Westlake, OR 97493, (503) 997-7818.

FIBERGLASS KAYAK, not pretty but in good shape. With paddle, air bags and skirt. \$250.

PAUL REAGAN, Orono, ME, (207) 866-4867 daytimes. (4)



**SAILBOATS.** New England's newest O'Day dealer (now built by Pearson Yachts). In stock the new 17' Day Sailor III and O'Day 24, as well as a used Javelin and two D/S I's. Dozens of sailboats on hand. FERNALD'S, Rt. 1A, Newbury, MA, (508) 465-0312. (4)

20' ELVER double-ended all wood epoxy saturated sailboat. Hull and cabin complete. Lacks spars. On a sturdy trailer. 9.9 Yamaha 4-stroke outboard. Brand new sails never used. Asking \$5,000. JANICE WILLIS, 325 Albion Rd., Benton, ME 04901, (207) 453-7339 eves. & wknds. (4)

**RECENT TRADES.** Used Wahoo sailing canoe; used 16' Old Town Otca; used Saroca; many others. FERNALD'S, Rt. 1a, Newbury, MA, (508) 465-0312. (4)

24' UNFINISHED CUTTER, "Allegra" design by Fred Bingham. Hull, decks, Vetus diesel installed. Sky-light and other details complete. Contact builder. R.K. WILMES, E. Haddam, CT, (203) 873-1051. (4)

21' SEA PEARL cat ketch, 1988. Has teak trim, water ballast, convertible top, oars, galvanized trailer and 4hp Johnson outboard. \$6,600.

DAVID & KATHERINE COCKEY, Rochester, MI, (313) 651-2744. (4)

**TLC NEEDED FOR 22' CATBOAT,** 1939 era. In state of restoration. Needs to be finished. 18 hp Volvo Penta diesel inboard. Rudder, mast, boom, etc. Propellor and trailer. \$1,500 or make offer. LARRY BLAKE, Peaks Island, ME, (207) 766-2360. (4)



20' ST. PIERRE DORY KETCH, oak and lead keel, 3' draft, gaff rigged main, jib two years old, tanbark sails in good condition. New boom cover for main, new mizzen mast and standing rigging, fir spars, cuddy cabin. Mahogany doors, seats, floors, grab rails, and cleats, white painted hull. Custom outboard bracket. Have drive shaft for inboard. Pine on oak frames. Boat has been restored, very pretty. Must be seen to appreciate. Asking \$2,000. HAROLD KOKINOS, Marblehead, MA, (617) 631-1316, leave message. (4)

12' O'DAY, 1976 open version of O'Day "Widgeon" with "Laser" style rig. Balko trailer. \$450.

DAVID & KATHERINE COCKEY, Rochester, MI, (313) 651-2744. (4)

18' ST. LAWRENCE RIVER SKIFF, western red cedar, mahogany and epoxy. New construction. \$3,600.

KEITH QUARRIER, Box 125, Alstead, NH 03602, (603) 835-6985. (4)

**EXCEPTIONAL OCEAN FRONTAGE.** 4.54 acre lot with 315' of gorgeous pink granite shoreline in down east Maine. This deep water frontage offers spectacular views of the open ocean, islands, and the setting sun. Superb sea kayaking area. Located on Great Wass Island, accessible by bridge. Within walking distance of the 1500 acre Nature Conservancy Preserve. This lot is ready to build on, with power, driveway and septic included. Offered at \$198,000.

LEE HOUGHTON, Wallingford, VT, (802) 446-2833 eves. (TF)

16' ST. LAWRENCE RIVER SKIFF, traditional lapstrake construction. New, \$6,500, for sale by owner/builder.

FUAT LATIF, Orwell, VT, (802) 948-2753. (TF)

**KAYAKS & GEAR.** Mariner Escape sea kayak, roomy, perfect condition, fiberglass, skirt, cover, sea-sock, complete owner's manual, extras, \$1,000. VCP Selkie sea kayak, kevlar, cockpit cover, skirt, retractable skeg. Paddled twice. Set up for person 5'3" or shorter. \$1,400. One wooden Quill paddle, 2-piece, 108", \$110. Two Werner Furrer San Juan paddles, 88", right hand control, one two-piece, one one-piece, \$120 each.

STEVE HANSON, RFD 1 Box 1335, Rockland, ME 04841, (207) 594-2097. (5)

17' WOOD/CANVAS CANOE, new. White cedar ribs and planks, spruce gunwales. Weighs 70 pounds. Excellent whitewater or flatwater boat. \$1,800. SASE for photo.

DUANE HANSON, RFD 2 Box 830, S. Paris, ME 04281, (207) 743-9444 eves. (5)

1989 DOVEKIE, on trailer, fully optioned, Midnight blue with tanbark sail. Used only three weeks in fresh water. \$11,500.

D. DAVIGNON, Edey & Duff, Mattapoissett, MA, (508) 758-2743. (5)

17-1/2' WOODEN MAST WITH HARDWARE, 4-1/4" wide at base. Alaskan yellow cedar or Sitka spruce, partially hollow interior. \$75 or best reasonable offer. Located Cape May, NJ.

STAN STOWKOWSKI, Philadelphia, PA, (215) 465-4778. (5)

**"MORE TALES OF A TOWNIE & THE DAMN FOOLE".** Collection of latest in Tom's series of stories published in "Boats". 180 pages soft cover, 5-1/2" x 8-1/2". \$7.50 including postage.

TOM MC GRATH, 11 Severance St. Lynn, MA 1904.

14' SKIPPER DAYSAILER, fiberglass, aluminum spars, with trailer.

DICK DUDEK, Portland, CT, (203) 342-3373 home, (203) 277-2858 work. (5)

**MONTGOMERY 15 WANTED,** any condition, must be reasonable. Also a copy of "Shrimpy" by Shane Acton.

ROLAND RODWELL, Shelburne, VT, (804) 330-7279. (5)

13' PLYWOOD BATEAU, 35 pounds, good one-man fishing boat, \$225. SASE for photo.

DUANE HANSON, RFD 2 Box 830, S. Paris, ME 04281, (207) 743-9444 eves. (5)

## ON DISPLAY



### ALDEN OCEAN SHELLS.

All types and colors, parts and accessories.

### FREE LESSONS

KAYAKS - CANOES  
DINGHIES - SKIFFS

## THE SMALL BOAT SHOP

at Rex Marine Center  
144 Water St, South Norwalk, CT 06854  
203-854-5223



DETROIT AREA/LAKE St. CLAIR  
Sailing Sea/Touring Kayaks  
Balogh Sail Designs

HUGH HORTON  
SMALL BOATS

15175 HAMILTON

DETROIT, MICHIGAN 48203

(313) 868 7900





messing  
about in

# BOATS

29 BURLEY ST., WENHAM, MA 01984 (508) 774-0906

BULK RATE  
U.S. POSTAGE PAID  
WENHAM, MA. 01984  
PERMIT NO. 53

ADDRESS CORRECTION  
REQUESTED

TO

PEABODY MUSEUM LIBRARY  
EAST INDIA SQ.  
SALEM, MA 01970

VIII-4



**STRAWBERRY  
BANKE** PORTSMOUTH  
New Hampshire

## BOAT BUILDERS DAY JULY 22

10 A.M - 5 P.M.

VISIT WITH OVER 50 SMALL BOAT BUILDERS, PROFESSIONAL  
AND AMATEUR, AND LOOK OVER THEIR BOATS.

TOUR THE HISTORIC BUILDINGS OF STRAWBERRY BANKE AN  
HISTORIC WATERFRONT COMMUNITY, ENJOY THE HOMES AND  
GARDENS AND CRAFT SHOPS.

VISIT THE 70' PISCATAQUA RIVER GUNDALOW "EDWARD H.  
ADAMS" MOORED NEARBY ON THE WATERFRONT.

VIEW (OR TAKE PART IN) THE TRADITIONAL PULLING  
BOAT RACES ON THE RIVER ADJACENT TO THE MUSEUM.

INFORMATION AT (603) 433-1100 DAYS

BOAT SHOW ADMISSION INCLUDED IN REGULAR MUSEUM GATE ADMISSION  
ADULT \$8 - CHILD OVER 6 \$4 - FAMILY GROUP \$22

"Three rousing cheers for  
"Messing About in Boats" and the  
good people at Strawberry Banke for  
putting together the nicest little  
boat show I've participated in dur-  
ing my 16 year career in this  
trade. The "Boat Builders' Day"  
was small and simple, yet had an  
elegant atmosphere. The boats dis-  
played represented a fascinating  
cross section of attractive and ver-  
satile small craft. It served to re-  
mind me once again that it is the  
interesting and decent people as  
well as the love of good little boats  
that keeps me in this business.

While at the show next year,  
be sure to take in the Strawberry  
Banke Museum itself, and then vis-  
it the beautiful waterfront park  
across the street with its gardens,  
and the nearby historic buildings  
of this old seaport."

Roger Crawford